



China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1s. 3½d.

No. 27,956 HONG KONG, TUESDAY, NOVEMBER 17, 1931. PRICE \$3.00 Per Month.



KING
HONOURS
HIS FAITHFUL
COMMONERS.

TWO BARONIES
TWO KNIGHTHOODS
CONFERRED.

In addition to the Viscountcy conferred on Mr. Philip Snowden, the King, in recognition of public and political services rendered, has been pleased to confer honours upon the following—Baronies.

Sir Robert Hunt Newman, Bt., M.P., for Exeter since 1918.

Sir Martin Conway, M.P., for the Combined English Universities since 1918.

Knighthoods.

Mr. G. M. Gillett, former Parliamentary Secretary to the Ministry of Transport.

Mr. J. C. Watson, Solicitor General for Scotland.

**'DISGRACEFUL FACTS'
THORBURN AFFAIR.**

Barrage of Questions in the House.

CAPT. EDEN REPLIES.

London, Yesterday. In the House of Commons to-day, at question time, indignant supplementary questions were fired at Capt. Eden, who in the absence of Sir John Simon, unseated questions.

Regarding the Thorburn affair, Capt. Eden said, the British Minister in China had been authorised to inform the Chinese Government that its statement in regard to Thorburn had been accepted as satisfactory.

Sir Bertram Falle asked, whether any attempt had been made to discover Thorburn's grave and remains in order to read over it the Christian ceremony, and declared he was not satisfied with the information regarding burning of the body, as it was the most difficult thing to do to burn bones.

Capt. Eden replied that Sir Bertram's question was "impracticable," and added, that Thorburn's family had not advanced any compensation claim.

Sir H. R. Cuyler asked, in view of the "disgraceful facts" disclosed, whether Government would postpone further surrender of extraterritorial rights.

Capt. Eden replied, "that is another question."—Reuter.

The total output of the Kailan Mining Administration's mines for the week ended October 31 amounted to 114,437 metric tons, and the sales to 136,676 metric tons.

UNPAID CONTRIBUTIONS TO LEAGUE

London, Yesterday. Unpaid contributions to the League of Nations, in respect of the years 1920 to 1930 inclusive, total 14,264,000 gold francs, including from China 9,227,000, stated Capt. Eden in reply to a question in the House of Commons. The remainder was due by various Central and South American States. He added, the countries in question have not been relieved of their obligations and the matter received the constant attention of the Secretary General. The deficiency was met from the surplus funds of the League. It was his opinion that arrears did not affect voting power.—Reuter.

LEAGUE'S CRUCIAL MEETING IN PROGRESS

M. BRIAND SURVEYS AND SUMS UP THE POSITION

MORAL IMPORTANCE

ALL DANGER OF A BREACH IS NOW HELD TO BE OVER.

Paris, Yesterday. All danger of a breach over the Manchurian question is definitely ended. This belief is widely shared as the result of to-day's meeting, at which there was nothing to suggest or hint at any course by way of enforcing the resolution of October 21.

The opening proceedings suffered from expressive publicity, through the disturbing rattle of camera shutters and the flash of magnesium exploding like a gunshot and disseminating fumes which brought on to M. Briand a violent fit of coughing.

M. Briand Speaks. Summing up the position, M. Briand said, notwithstanding the October meeting they had been unable to obtain the consent of the two parties concerned to the draft resolution. This resolution remained of great moral importance. Immediately after the last meeting, Dr. Sze had stated that the Chinese Government was determined loyally to fulfil its obligations, and was willing to settle the dispute with Japan regarding treaty interpretation by arbitration or a judicial settlement. The Japanese reply said that Dr. Sze's communication warranted a doubt of the interpretation which the Chinese Government placed on the validity of certain treaties, an attitude which the Japanese Government in no case would accept.

M. Briand paid tribute to the readiness of both parties to supply whatever information he requested. He saw therein a sign of their desire to co-operate loyally to settle the dispute.

Sole Desire Peace. Continuing, M. Briand said, the Council would continue its efforts to devise a solution in the unbiased and impartial spirit it had always shown without concerning itself with the hasty judgments of tendentious comment. Their sole desire was peace. Justice would and must prevail on the basis of the respect of international obligations.

After remarks by Sir John Simon, and Herr von Bulow, the President said that there was the very natural legitimate desire that, before approaching this serious question on the agenda, some private conversations should take place to consider procedure.

In the course of his summing up of the position, M. Briand was very precise regarding the question at issue, and declared

LISTENER RATHER THAN TALKER.

Sir John Simon's Role in Paris.

GERMAN DEBTS.

Paris, Yesterday. In connection with the suggestion that Sir John Simon, during his visit to Paris, should also engage in informal conversations with M. Briand and Von Bulow in regard to German Reparations and the £800,000,000 short-term credits "frozen" in Germany, it is understood that Sir John Simon does not intend to negotiate with the French Government about it during his stay, but doubtless he will sense the atmosphere concerning the subject in such conversations as he may have with members of the French Government, but Sir John Simon's role will be one of listener rather than talker.

Sir John Simon's sole reason for coming to Paris was to deal with the Sino-Japanese question, the "brief" of which he has been studying hard since he went to the Foreign Office.—Reuter.

[A British Wireless message yesterday stated that London newspapers anticipate that the presence in Paris of Sir John Simon will provide an occasion for discussion of the subject of German indebtedness, as a sequel to conversations which have taken place on the subject between M. Laval and Herr Von Hoesch.]

R.100 FOR THE SCRAP HEAP.

London, Yesterday. Giant airship R100 has been sold to a London firm of metal merchants for dismantling. This is the sequel to the Premier's announcement in the House of Commons in September that the airship would be disposed for reasons of economy. This airship made a successful flight to Canada in 1930.—Reuter.

The forthcoming marriage is announced of William Bell, of 4, Stanley Terrace, Quarry Bay, and Mary Munro Bell, en route from earlier in his speech, might fur home on the s.s. Hector.

NEWS TABLOIDS.

"Buy British," is the clarion call uttered by the Prince of Wales.

For the years 1920-30, unpaid contributions to the League of Nations total 14,264,000 gold francs, including a sum of 9,227,000 due from China.

The American and Egyptian sections of the Lancashire cotton industry are fast approaching normal working conditions.

R100, the giant airship, which made a successful flight to Canada in 1930, has been sold to a London firm of metal merchants for dismantling.

The Thorburn affair was raised yesterday in the House. The Under Secretary for Foreign Affairs was called upon to answer (1) whether Thorburn's remains had been given Christian burial, and (2) in view of the "disgraceful facts" disclosed, Government would postpone further surrender of extraterritorial rights.

Capt. Eden, replying, described question (1) as "impractical," and added that Thorburn's family had advanced no compensation claim. With regard to (2) he said, "that is another question."

The League Council has embarked on its most crucial test. All danger of a breach is said to be definitely at an end. M. Briand opened proceedings yesterday with a lucid speech in which he surveyed and summed up the position. After which delegates adjourned to hold private conversations to consider procedure.

Apropos the suggestion made in London newspapers that Sir John Simon, while in Paris, where he has gone primarily for the League meeting in connection with the Sino-Japanese dispute, should discuss the subject of German indebtedness, it is now stated that Sir John's role in this matter will be one of listener rather than talker.

All Governments participating in the Disarmament Conference to be held in February, 1932, have signified acceptance of one year's Armament Truce beginning November 1, 1931.

According to latest advices, Japanese Air Force detachments have left for Mukden, and a mixed brigade of Japanese troops has embarked for Manchuria.

Judgment against the owner of the s.s. San Nam King and an order for sale of the ship to meet the claims, was made by the Chief Justice, sitting in Admiralty Jurisdiction, in the Supreme Court this morning, in the action in which the seamen of the ship claimed their wages.

A similar action brought against the ship by a former master, Captain Antonio Pinto Marques, is now proceeding.

LANCASHIRE CONTINUES BUSY.

London, Yesterday. Lancashire's cotton industry continues to show steady marked improvement. Production of the Egyptian spinning section has reached 85 per cent. of the normal, and the American section 77 per cent.—Reuter.

This witness gave evidence which bore out the defendant's claim that the amount actually owing to the crew was \$300 less than the \$2,000 claimed.

Judgment.

In giving judgment, his Lordship said:—I do feel sympathy with the owner of the ship, as he asks me to, but what I have to administer is the law. The law in the protection of persons employed in see-going occupations provide that they should be able to claim

REDRESSING BRITAIN'S TRADE BALANCE

"NO USE TAKING HALF MEASURES."

"TIME FOR DEBATE PAST"

BILL TO BE INTRODUCED AND ENACTED THIS WEEK.

London, Yesterday. Britain, at last, has been vouchsafed definite indication of Government's intentions to redress trade balance and is amazed and delighted (according to respective Party viewpoints) to hear such full-blooded proposals from the lips of Mr. Runciman, who, hitherto, has been a staunch Free Trader.

"It is no use taking half measures," declared Mr. Runciman this afternoon. The Bill, which will be limited and of a flexible character, confers the power to impose duties in certain cases within limits. Government wishes to prevent importers forestalling the duties which may be imposed later as a part of the settled scheme of tariffs. Care has been taken in drafting the Bill to avoid rigid provisions. Disadvantageous exchanges of sterling, therefore, will be protected by checking unnecessary imports.

"Useful Range." The time for mere debating is past," declared Mr. Runciman in the House of Commons, outlining Government's plans for checking imports which had become excessive in recent weeks in anticipation of the imposition of Customs duties. A Bill would be introduced to-morrow and enacted before the end of the week empowering the Board of Trade to impose a duty up to 100 per cent, a "useful range" for manufacturers and semi-manufacturers (loud Conservative cheers), but excluding agricultural products which will be ready shortly.

Incidentally, reviewing foreign influences, Mr. Runciman remarked, that the Sino-Japanese trouble was having a direct effect on some of our industries. There was no doubt that the boycott of Japanese goods had naturally led to a slightly increased demand for British textiles in China.—Reuter.

The Bill's Objects. Government is introducing a Bill immediately, conferring special powers in relation to imports. This is in accordance with a



The King has conferred a Viscountcy upon Mr. Philip Snowden, Chancellor of the Exchequer in the late Government and Lord Privy Seal in the present National Cabinet.

The "Iron Chancellor," as he came to be known, some time before the General Election announced that, owing to reasons of health, he did not intend to seek re-election to the House of Commons. But his usefulness to the State, especially at this time of crisis, is regarded as too great to permit of his dropping out of State service and so a way has been found to retain his services. The honour conferred upon him serves two purposes—reward for sterling service rendered of retaining those valuable services to the country and nation for yet a while longer.

Mr. Snowden is now within three years of his 70th birthday. It is possible he will take the title of Viscount Snowden of Keighley.

the strict evidence to justify me in saying that the amounts claimed are wrong.

On the other legal points, I hold that the compradore's staff and the coolies are entitled to 100 per cent. of their wages as seamen. They are persons necessary for the working of the ship as a ship and their wages have been allowed in at least one previous case here.

They are not unlike, in some respects, the compradore. The purser and the compradore staff and the cargo coolies attend to what I might call the business of the ship though they don't attend to navigation.

I hold there is no right to ten days double pay because I think the section in the English Statute clearly does not apply.

His Lordship here pointed out that the writ of summons, would have to be amended so as to include the names of the compradore's staff and to include reductions in two cases of the amount claimed, one from \$255 to \$141.50 and the other from \$770 to \$700.

Mr. Leo d'Almada, jun. (for the plaintiffs), replied that that would be done.

Continuing, his Lordship said that subject to that judgment would be given against the ship for the amount claimed with costs, the costs to include maintenance, at the rate of half wages from the date of the writ to the date of judgment.

BUY BRITISH, SAYS PRINCE OF WALES

London, Yesterday. The clarion cry of "Buy British" was uttered by the Prince of Wales in a stirring broadcast message on the occasion of the inauguration of the Empire Market Board's great campaign. He declared that buying British implied the selling of British goods and needed good honest teamwork all along the line. He urged listeners in to "buy Home products first and Empire products second."—Reuter.

With regard to an order for sale of the ship asked for by plaintiffs, defendant asked for three weeks' stay, saying he could raise the money in that time, but his Lordship finally made an order for sale with no stay, pointing out that defendant had had plenty of time in which to raise the money but had been unable to do so.

A similar action brought against the ship by a former master, Captain Antonio Pinto Marques, was then proceeded with.

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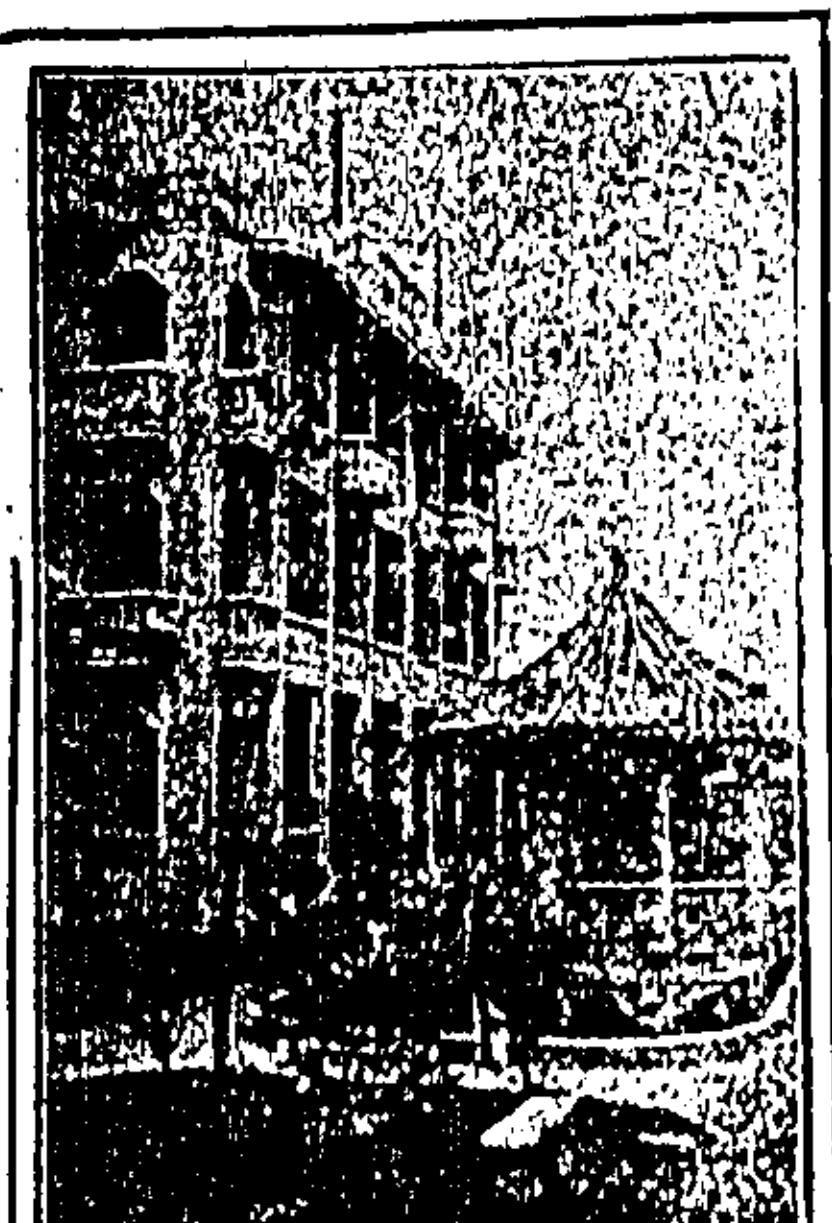
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**ROUND THE LOCAL
CINEMAS.**

Reviews from Official
Sources.

"GIRLS DEMAND EXCITEMENT."

Virginia Cherrill, beautiful blonde film player playing one of the leading feminine roles in the Fox Movietone production, "Girls Demand Excitement," at the King's Theatre, believes that the law of averages works out to a disadvantage.

Although she has been two years in pictures, at this writing Miss Cherrill has never been on the screen due to the fact that she has been engaged for two full years playing the feminine lead in Chaplin's picture, "City Lights."

"Girls Demand Excitement" is a story of college life with the boys of the university banded against co-eds, the climax coming in a sensational basket ball game almost won by the girls. John Wayne of "The Big Trail" fame plays the lead with Marguerite Churchill also featured.

Included in the supporting cast are such well-known actors as William Jannay, Eddie Nugent, Helen Jerome Eddy, Marion Byron, and Terrace Ray.

"STRANGERS MAY KISS."

Norma Shearer, now playing at the Queen's Theatre in "Strangers May Kiss," wheels into the Metro-Goldwyn-Mayer studios in a smart coupe with a trick horn. When the gateman hears that funny little toot, he immediately knows that Miss Shearer is in the offing.

Robert Montgomery and Neil Hamilton, leading men in the picture, both have small roadsters for "going to work" purposes; Marjorie Rambeau, who has a featured role, usually arrives at the studio in a small black coupe.

Greta Garbo, whom you would

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Roberto Smith, Repulse Bay Hotel, from Shanghai.

Roberto Herrera, Peninsula Hotel, from Tokyo.

H. EPPERSOE, Actg. Superintendent, Hong Kong, November 11, 1931.

The following unclaimed telegrams are lying at the E.E. Telegraph Co. Office, Hong Kong: Carmen Shear, 1, Wing Lock Building, Kowloon, from Shanghai.

Mr. F. Gregory, Room 343, Peninsula Hotel, Kowloon, from Nottingham.

S. LACK, Manager, Hong Kong, November 12, 1931.

POLICE RESERVE.
Orders for the Current Week.

Orders by the Hon. Mr. E. D. C. Wolfe, C.M.G., Inspector-General of Police, are as under:

Chinese Company.

Part 11—Training Course.—All recruits will report at the Chinese Company's Headquarters, 17, Queen's Road Central, to-day at 5.30 p.m. for instruction.

Part 1—Training Course.—All recruits of the Chinese Company will attend Central Police Station for Squad Drill on Thursday at 5.30 p.m.

N.C.O.'s Class.—All N.C.O.'s will attend the Chinese Company's Headquarters on Friday at 4 p.m. for instruction under Mr. Paterson, P.P.T.S.

Indian Company.

Part 11—Training Course.—All members who have not passed Part 11 of Training Course should attend at the Chinese Company's Headquarters, 17, Queen's Road Central, on Thursday at 5.30 p.m.

Sharpshooters' Company.

Revolver Practice.—Revolver practice will be carried out on the Kennedy Road Range on Friday at 5.15 p.m. Members will assemble on the range at that hour with belts, holsters and revolvers. Uniform optional.

Revolver Instruction.—All recruits will attend at the office of the O. I. C. Co. for revolver instruction to-morrow at 5.15 p.m. The following members will attend:

Constables R433 M. Frizer, R434 M. Greenberg, R439 J. A. M. Elphinstone, R440 L. Blumenthal and R441 B. I. Bickford.

Company Dancer.—The Dinner fixed for November 20 has been postponed until Friday, December 4. The place and time remain the same.

(Sgd.) D. L. KING, D.S.P. (R.)

expect to match her exotic screen characterisation with nothing less than a Rolls-Royce fools everybody as usual by driving to work in an inconspicuous Ford!

"THE BRAT."

John Ford's latest production, "The Brat," which begins its local engagement to-morrow at the King's Theatre, is a romantic comedy. With Sally O'Neill in the title role and a brilliant cast, this versatile megaphonist is said to have turned out another success from the well known play by Maude Fulton.

Frank Albertson and Allan Dinehart share to the leading honours with Miss O'Neill. William Collier, son, June Collyer, Virginia Cherrill, and Farrell Macdonald are also featured. Mary Forbes, Albert Gran and other favourites are in the supporting cast.

"JUST A GIGOL."

"Just A Gigolo," based on the Belasco stage hit, "Dancing Partners," and starring the comical William Haines in the role of a festive British nobleman, is the attraction which is coming to the Queen's Theatre shortly.

A blend of comedy, romance and tense drama, the new picture is one unique in the history of the debonair William. He is seen as a Briton for whom his relatives have arranged a marriage, so he goes to a European Summer resort and poses as a gigolo to meet the girl chosen, learn what she's like, and apply a sort of "acid test." He gets slapped for his pains, but in the end he gets the girl, so all's well.

Two of the original players of the New York production appear with Haines in the persons of Irene Purcell and Charlotte Granville.

BRINGING UP FATHER
SHADOWS BEFORE
**COMING EVENTS ADVERTISED
IN CHINA MAIL.**
Social Functions.

To-day—Tea Dance at Hong Kong Hotel; Dinner Dances at Peninsula and Hong Kong Hotels.

To-day—Entertainment by Les Dejeans and William Rimels, Peninsula Hotel "Rose" Room.

To-day—St. Andrew's Ball Practice Dance.

To-day—Whist Drive, St. John's Cathedral Hall, 8.45 p.m.

To-day—Interport Cricket Open Air Concert, H.K.C. Club, 9.30 p.m.

To-morrow—Tea Dances at Hong Kong Hotel, King's Restaurant and Lane Crawford's.

To-morrow—Interport Cricketers' dinner, Government House.

Thursday—Cricket Interport Dinner, Hong Kong Hotel.

Friday—R. E. Old Comrades Association Annual Dinner, Hotel Cecil, 8 p.m.

Entertainment.

To-day—King's Theatre; "Girls Demand Excitement."

To-day—Queens Theatre; "Strangers May Kiss."

To-day—Central Theatre; "So This Is Paradise."

To-day—Majestic Theatre; "Red Hot Rhythm."

To-day—Star Theatre; "One Mad Kiss."

To-day—Dear Brutus" by A.D.C. Theatre Royal, 9.15 p.m.

To-morrow—Matinee "Dear Brutus," Theatre Royal, 5.15 p.m.

Concerts.

To-day and Friday—The Schneider Trio in Two Chamber Music Recitals, Helena May Institute, 9.20 p.m.

Thursday—Concert, Helena May Institute, 5.30 p.m.

Miscellaneous.

To-morrow—Fire Brigade annual drill display, Central Police Station, 3 p.m.

HOTEL GUESTS
AT HONG KONG HOTEL.

November 16.

Miss S. Armstrong.

T. S. W. Bannister, H. Barton, Geo. E. Bird.

M. G. Conderchet, J. Cremer.

W. J. Dymett, Mrs. Dugoff.

Capt. H. C. Foyne.

P. Goetschel, W. Gerrard.

M. L. Hsu.

W. M. Johnson.

Otto Krauen, Mrs. C. Kaye.

Oliver Lee.

Geo. Mellis, C. Mather.

Capt. O. Paus.

D. Ross, W. R. Ricketts, R. R. Roxburgh.

Frank Strahan.

Harry Town.

G. C. Worrall, R. Williams, K. K. Wong.

F. Zappi.

LIST OF GUESTS AT "HARBOUR
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Mr. and Mrs. W. Anderson, Mr. H. Appleton, Mr. A. W. Brown, Mr. and Mrs. E. Bird, Mr. H. A. Bird, Mr. Burnett, Colonel R. B. Cousens, Miss Cousens, Mr. V. Chittenden, Mrs. Crosthwaite, Mr. and Mrs. Dowdall, Master P. Dowdall, Lt.-Com. and Mrs. Dwinford, Mr. Ewin, Rev. and Mrs. N. Evans, Lt. H. V. Ewbank, Mr. D. S. Edward, Captain and Mrs. C. C. Fowles, Miss Fowler, Captain and Mrs. Freckleton, Major and Mrs. Godwin, Miss Godwin, Major and Mrs. H. P. Hart, Miss Hart, Mr. Stanley Hill, Mr. A. Hugo, Mr. and Mrs. Lloyd Jones, Miss Jones, Mr. G. E. L. Johnson, Captain and Mrs. W. Lee, Mrs. G. B. Legge, Mr. R. S. Logan, Captain and Mrs. Mitchell, Dr. E. M. Minett, Captain and Mrs. Marrack.

Miss Newton, Mr. L. F. Nicholson, Miss Pilkington, Miss Pullum, Mr. A. Perry, Mr. and Mrs. Stephenson, Mr. and Mrs. E. Sweet, Mr. and Mrs. Telfer, Com. and Mrs. H. C. Treherne, Mr. and Mrs. Tetley, Lt. Col. J. H. Thom, Miss Taylor, Mr. J. Watson, Master P. Watson.

Humorous Song—

Fall in and Follow the Band,

Sally Gracie Fields (B3870).

Orchestra—

New Mayfair Orchestra (B3907).

7.40-8 p.m.—

Aldershot Command Searchlight

Tattoo, 1931.

Massed Bands of the Aldershot

Command (C2250-1).

8 p.m.—Local Time.

8.03-11.30 p.m.—Relay from Ko

Shing Theatre.

11.30 p.m.—Close Down.

[All records in the above Euro-

pean programmes are kindly sup-

plied by Messrs. S. Moutre & Co.]

Miss Newton, Mr. L. F. Nicholson,

Miss Pilkington, Miss Pullum, Mr.

A. Perry, Mr. and Mrs. Stephenson,

Mr. and Mrs. E. Sweet, Mr. and

Mrs. Telfer, Com. and Mrs. H. C.

Treherne, Mr. and Mrs. Tetley, Lt.

Col. J. H. Thom, Miss Taylor, Mr.

J. Watson, Master P. Watson.

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HONG KONG WELL DEFEATED BY SHANGHAI RIVALS

DONALD LEACH WINS THE GAME
HONG KONG'S STAR BATSMEN FAIL AT CRITICAL MOMENT

BOWLING HANDLED POORLY

[By Ex-Interpreter.]

Special to The China Mail

Shanghai gained their fourth success on the Hong Kong Cricket Club ground when they defeated Hong Kong yesterday by seven wickets after holding the whip hand throughout the game. It was a meritorious victory and a personal triumph for Donald Leach, the visiting captain.

Now that the game is concluded a little criticism and a few remarks would be in keeping. A weak Hong Kong side did no more than their best against an eleven which displayed definite superiority in all departments of the game. Had Hong Kong been represented by the best team possible the result would probably have looked better on paper but Shanghai would have won.

Inferiority Complex.

The opening batsman, played heroically against bowling such as Hong Kong is unable to produce and no blame can be attached to them. The contrast offered when Simpson and Fincher were at the crease was ideal from the point of view of wearing down the opposing attack. This they did to a large extent but the succeeding batsmen were unable to take advantage of the situation. An inferiority complex set in as soon as the first wicket fell. The loose ball was treated with respect and one would have thought that the Hong Kong batsmen were again batting for their places in the Trials.

Owen Hughes was the only batsmen, other than Simpson, who showed any initiative at all but his carelessness was again greatly in evidence. His batting has shown a remarkable falling away this year. Careless strokes are not good enough for Interport Cricket. In the second innings he was bowled by a ball at which he played with a perfect cross bat. He did not get the runs expected of him and his failure could very well be responsible for the collapses in both innings.

Pearce Falls.

Pearce, who has inspired great confidence in his abilities during the Trials, failed miserably in batting. In the second innings when things were looking bad for Hong Kong he was completely deceived by a faster-delivered ball from Madar. His wicket-keeping was far from perfect, there being no fewer than eighteen wickets in the Shanghai first innings.

Isaacs was another failure. His change of style in the second innings was not in keeping with the situation at all. Shanghai held the upper hand and until the arrears had been wiped off no big hitting should have been attempted except of course off the full toss, the half volley and the long hop on the leg. To go half way up the pitch to Madar was asking for trouble and he got it.

Hamilton Impresses.

Hamilton justified his inclusion by his knock in the first innings and his very keen fielding. He was bowled by a beauty in the second innings for a "duck," but he had the consolation of being bowled by one of Leach's best.

Macfarlan, though he helped materially to save the innings defeat, did not justify his inclusion. He was bowled in the first innings as the result of a very bad stroke and in the second innings while Hong Kong still breathed he returned a simple catch to Madar. One or two of his strokes were well executed but Leach soon showed that his defensive play was deplorably weak.

Richardson's batting was weak. If the Selectors included him for batting alone they must indeed have been disappointed. He fell into Madar's cunning trap in the second innings after having poked about for twenty minutes without scoring.

Pereira Unlucky.

Pereira failed to produce any effect upon Shanghai's opening batsmen and his value as a shock bowler was lost. He, however, bowled well in his second spell and was unfortunate on several occasions when the batsmen fell.

ed to connect when attempting to nibble. He played stout-hearted innings when Hong Kong were facing the innings defeat and his six, which was a glorious straight drive was an effortless stroke and well worthy of the maximum score.

SCORES.

HONG KONG—1st Innings.
E. C. Fincher, lb.w., b Booth ... 23
G. Simpson, b Leach ... 25
A. H. Musson, c Madar, b Booth ... 16
A. C. Hamilton, lb.w., b Booth ... 24
H. Owen, Hughes, c Wilson, b Leach ... 23
T. E. Pearce, b Leach ... 3
J. K. MacFarlan, b Booth ... 4
E. Richardson, c Wilson, b Leach ... 5
F. D. Pereira, b Leach ... 5
A. I. Bowker, not out ... 0
Extras (B. 1, L.B. 5) ... 6
Total 138
Fall of the Wickets. 1 2 3 4 5 6 7 8 9 10

36 67 68 109 117 120 124 129 134 138
BOWLING ANALYSIS. O. M. R. W.
Wilson 9 2 32 3
Isaacs 6 1 23 4
Leach 17 4 20 5
Madar 6 0 20 0
Booth 132 6 27 5

SHANGHAI—1st Innings.
S. R. Kermani, c Owen Hughes, b Richardson ... 26
P. V. Simpson, lb.w., b Bowker ... 31
P. Madar, b Reid ... 31
A. J. Barson, c MacFarlan, b Richardson ... 0
H. A. Coward, c Pearce, b Musson ... 5
D. W. Leach, c Simpson, b Richardson ... 39
R. Booth, b Bowker ... 1
C. J. Merritt, b Bowker ... 1
T. W. R. Wilson, c Owen Hughes, b Hamilton ... 8
J. A. Isaacs, c Hamilton ... 4
B. V. W. Murray, not out ... 24
Extras (B. 18, L.B. 9) ... 27
Total 237
Fall of the Wickets. 1 2 3 4 5 6 7 8 9 10

63 65 103 128 137 157 195 233 237
BOWLING ANALYSIS. O. M. R. W.
Pereira 18 4 30 0
Reid 19 3 46 1
Hamilton 4.5 3 5 2
Owen Hughes 5 1 31 1
Richardson 14 1 48 3
Bowker 20 4 42 3
Musson 5 2 8 1

HONG KONG—2nd Innings.
O. G. Simpson, c Barson, b Isaacs ... 27
E. C. Fincher, b Leach ... 11
A. H. Musson, st. Coward, b Madar ... 9
A. C. Hamilton, b Leach ... 0
H. Owen Hughes, b Booth ... 19
T. E. Pearce, b Madar ... 14
J. K. MacFarlan, c and b Madar ... 20
F. D. Pereira, b Leach ... 0
J. E. Richardson, st. Coward, b Madar ... 8
A. Reid, not out ... 10
A. C. I. Bowker, b Madar ... 6
Extras (B. 5, L.B. 1) ... 6
Total 125
Fall of the Wickets. 1 2 3 4 5 6 7 8 9 10

38 48 48 70 71 78 103 107 111 125
BOWLING ANALYSIS. O. M. R. W.
Isaacs 18 5 14 1
Wilson 9 2 22 1
Booth 4 1 22 1
Madar 10.5 3 24 5
Leach 15 3 37 8

SHANGHAI—2nd Innings.
P. V. Simpson, c Pearce, b Bowker ... 3
S. R. Kermani, not out ... 18
P. Madar, b Leach ... 0
A. J. Barson, c Pearce, b Bowker ... 1
B. V. W. Murray, not out ... 0
Extras 0
Total (for 3 wickets) 27
BOWLING ANALYSIS. O. M. R. W.
Bother 6 1 10 2
Reid 5.4 1 17 1
Fall of Wickets. 1 2 3
12 19 20

Richardson Bowls Well. Richardson certainly deserved the number of overs he bowled. One would have thought he was included for his bowling until looking at the bowling analysis one found him to be a third-change bowler. He certainly bowled well on Saturday.

I was amazed at the way the Hong Kong bowling was handled. It looked weak enough on paper without requiring poor handling. Hamilton, though bowling far from well on Saturday, did not get another opportunity until late in the Shanghai innings, when he broke up a dangerous looking partnership and finished off the innings. I feel that he should have been called upon much sooner. Musson, too, was badly neglected. He bowled well on Saturday but was not called upon at all yesterday. It makes one wonder why Reid was over-bowled at Hong Kong's and Musson's expense. Reid would have achieved far more had he been given shorter spells. He was the man to put on against the incoming batsman as he looked like getting wickets.

Disastrous Changes.

Two disastrous bowling changes proved expensive when Richardson relieved Reid at the Pavilion end against Leach and Murray. The latter batsman hit him for 14 in one over but he captured Leach's wicket for the addition of two further runs. With Isaacs at the wicket Owen Hughes relieved Richardson and was hit for 17 runs in two overs. Thus our slow bowlers gave away 33 runs in four overs.

The main features of the match in my candid opinion were as follows:—

1. Leach's shrewd captaincy.
2. Shanghai's definite superiority.
3. The remarkably fine all-round play of Leach.
4. Booth's bowling in the first innings.
5. The resistance offered by the eighth and ninth Shanghai wickets.
6. Murray's tail end effort.
7. The bowling of Isaacs in Hong Kong's second innings (his second spell yielded 13—4—12—1).
8. The wicket-keeping of Coward throughout.
9. The splendid ground fielding of Shanghai.
10. Reid's stout but unavailing knock.
11. Bowker's fine bowling.
12. Madar's very fine effort in Hong Kong's second innings (his second spell yielded 9.5—3—23—5).

The Shanghai first wicket partnership of 53 should never have been allowed and if Reid had accepted the opportunity presented by Bowker Simpson would have been run out with 30 runs on the board and the whole complexion of the game might have been changed.

The Best Partnerships. The following list gives the best partnerships for each wicket during the match:—

1st wicket: 53—Kermani & Simpson (S'hal)

2nd wicket: 31—Fincher & Musson (H.K.)

3rd wicket: 2—Madar & Barson (S'hal)

4th wicket: 41—Hamilton & Owen Hughes (H.K.)

5th wicket: 25—Madar & Leach (S'hal)

6th wicket: 9—Leach & Booth (S'hal)

7th wicket: 23—Macfarlan & Pereira (H.K.)

8th wicket: 38—Leach & Murray (S'hal)

9th wicket: 38—Murray & Isaacs (S'hal)

10th wicket: 14—Reid & Bowker (H.K.)

How The Two Ports Now Stand.

Hong Kong 14 2
Shanghai 16 14 2

The last time Shanghai won on Hong Kong territory was in 1926 when Hong Kong totalled 174 and 121 and Shanghai won a great victory by one wicket with scores of 135 and 118 for 9 wickets. Leach and Isaacs were members of that victorious side.

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Just with the slight exertion of going upstairs her heart is throbbing, her head spinning, she can hardly get her breath. Sure signs, these, of incipient anaemia—impoverishment of the blood.

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its fun but its
heart is in the
right place

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Virginia Cherrill
Marguerite Churchill
Directed by
Seymour Felix

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Virginia Cherrill June Collyer
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GOLF CHAMPIONSHIP OF COLONY

DRAW FOR FIRST TOURNEY

The following is the draw for the Open Golf Championship of the Colony:—

9.25 a.m. B. D. Evans, v. A. E. Lissaman.
 9.30 a.m. O. E. C. Marton, v. W. C. Shields.
 9.35 a.m. A. Leach, v. C. E. Holmes.
 9.40 a.m. A. C. I. Bowker, v. I. W. Shewar.
 9.45 a.m. W. D. Denham, v. G. H. Russell (1).
 9.50 a.m. H. U. Ireland, v. W. R. Vallance.
 9.55 a.m. I. Newton, v. A. T. Bracey (1).
 10.00 a.m. L. G. S. Dodwell, v. J. W. Franks.
 10.05 a.m. H. G. Sheldon, v. E. P. White.
 10.10 a.m. C. B. Johnson, v. K. S. Robertson.
 10.15 a.m. O. Sommerfelt, v. F. E. Booker (3).
 10.20 a.m. L. H. Ruffin, v. D. C. Wilson (1).
 10.25 a.m. D. M. MacDougall, v. A. B. Stewart.
 10.30 a.m. J. K. MacFarlan, v. W. Mulcahy.
 10.35 a.m. J. A. R. Selby, v. C. C. Stark.
 10.40 a.m. D. J. Gilmore, v. A. W. da Roza (2).
 10.45 a.m. F. Syme Thomson, v. W. Taylor (1).
 10.50 a.m. J. S. MacLaren, v. A. D. Humphreys.
 10.55 a.m. I. H. Geare, v. C. W. F. Booker.
 11.00 a.m. A. H. Musson, v. E. O. Priestley.
 11.05 a.m. J. D. Thomson, v. D. G. Bruce.
 11.10 a.m. G. B. Lane, v. G. R. Horridge.
 11.15 a.m. W. N. Buyers, v. F. A. Redmond.
 11.20 a.m. G. W. Sewell, v. F. J. de Rome.
 11.25 a.m. J. H. Anderson, v. A. B. Purves.
 11.30 a.m. A. B. Itsworth, v. R. K. Heplurn.
 11.35 a.m. T. D. E. Pendered (A), v. A. A. Lopez (2).
 11.40 a.m. R. A. Campbell, v. F. A. Merry.
 11.45 a.m. S. J. H. Fox, v. A. E. Charman (3).
 11.50 a.m. J. E. H. Cogan, v. F. E. A. Remedios (2).
 11.55 a.m. A. O. Brown, v. E. D. da Roza (2).
 (A)=Jasper Clark Cup only.
 (1)=Kowloon Golf Club.
 (2)=Country Club.
 (3)=Junior Section, R.H.K.G.C.

SPORTS NEWS IN BRIEF.

Sydney, Yesterday.
 The South Africans were only able to score 190 for the loss of three wickets against New South Wales before rain caused play to be abandoned for the day. Curnow at the close of play had scored 62 not out.—Reuter.

* * *
 Sydney, Yesterday.
 Alan Fairfax, the Australian Test Cricketer, has accepted an offer to play for the Accrington Club in Lancashire League cricket at a salary believed to be £20 a week. He is leaving for England in March.—Reuter.

The following will represent the Kowloon Rugby Club against the Club "A" at Happy Valley tomorrow at 5 p.m.:—

Cpl. Frankham; Lieut. Keith Murray; D. Black; G. C. Burnett; J. Ferguson; F. D. Kilby; D. J. S. Crozier; L. Tipple; A. Walters; J. Cogan, Lieut. Grayham; S. Hardy; J. E. Wilson; S. McVicker; J. Riddell; Reserves, A. Eastbrook; T. Whitley; W. Stoker; R. Witchell.

The second Ladies' Championship of the Royal Hong Kong Yacht Club was sailed yesterday afternoon, the course being as follows:

Lyuen Beacon (P), Mark on Line (P), Channel Rocks (P). Distance 7.7 miles.

The results were:

"H" Class, Started 3 p.m.
 Siskin (1) 9 pts.
 (Miss J. Mackie)

Diana (8) 6 pts.
 (Mrs. E. M. Bingham)

Dorothy (2) 7 pts.
 (Mrs. L. Stanton)

Colleen (4) 5 pts.
 (Miss N. Naessen)
 "P", "Y" and "G" Class, Started 3.50 p.m.

Daphne (2) 18 pts.
 (Miss M. Stokes)

Alla (4) 11 pts.
 (Mrs. D. Lambert)

Why Wonder (7) 8 pts.
 (Mrs. Fowkes)

Bluejacket (1) 15 pts.
 (Mrs. G. D. Adams)

Boojum (3) 12 pts.
 (Mrs. G. Pickering)

Speedwell (5) 10 pts.
 (Mrs. N. G. Stewart)

Eunice (6) 9 pts.
 (Mrs. C. Rose)

Joan (8) 7 pts.
 (Miss Bird)

Cruiser Championship.

The first cruiser championship race was sailed on Sunday, the course being:

Discovery Bay Islets (S), Green Island (P), Stonecutters Island (S), Distance, 24 miles.

The race resulted as follows:

Azuma (6) Mr. E. R. Lambert

Le Cigale (4) Mr. N. Croucher

Isles (5) Mr. A. Anstruther

Norwegian D.N.F.

Imogen D.N.F. Mr. A. H. Chembars

Uland I. (1) Mr. H. J. Pearce

Curlew (8) Major Tosh

Wanderer (2) Mr. F. Baker

Sea Lark D.N.F. Mr. Coch

* * *

The Interport Cricket match having concluded yesterday, the game between Shanghai and United Services, originally arranged for tomorrow, commenced to-day at 1.30 p.m. and will be continued to-morrow.

The United Services are represented by the following:—Capt.

THE HEAVYWEIGHT CHAMPIONSHIP.

Reggie Meen Wins the British Title.

SCOTT'S SUCCESSOR.

Leicester, Yesterday.
 Reggie Meen (15 st. 1/2 lb.) out-pointed Charlie Smith (14 st. 13 lb.) in a fifteen-round fight for the British heavyweight championship. Meen comes from Market Harborough and Smith from Deptford.—Reuter.

Our Sports Diary.

LOCAL.

CRICKET—To-day and To-morrow—United Services v. Shanghai at the H.K.C.C. at 1.30 p.m.

Thursday—Kowloon C.C. v. Shanghai at the K.C.C. at 11 a.m.

Saturday—Lengue I—Hong Kong C.C. v. R.A. Indian R.C. v. Civil Service C.C.; Lengue II—Civil Service C.C. v. Indian R.C.; Police v. Hong Kong C.C.; Friends—Kowloon C.C. v. Craigengower C.C.; Craigengower C.C. v. Kowloon C.C. II.

H.O.C.K.Y.—To-day—Radio Sports Club v. Argyll at Caroline Hill.

To-morrow—Hong Kong Hockey Club v. H.K.S.R.A. at the U.S.R.C. at 5 p.m.

Friday—Hong Kong Hockey Club "A" v. 1st Regiment on the Marina ground at 5 p.m.; C.B.A. v. Radio Sports Club.

FOOTBALL—To-morrow—Division I—Navy v. Argyll at Sook-kunpoo at 4.15 p.m.

Saturday—Lai Wah Cup—Civilians v. Navy.

RUGBY FOOTBALL—To-morrow—Club "Y" v. Kowloon Rugby Club at Happy Valley at 5 p.m.

GOLF—Thursday—First round of Railway Cup (Ladies).

Sunday—Open Championship of the Colony; R.H.K.G.C. Jasper Clark Cup Competition.

TENNIS—Sunday—U.S.R.C. Mixed Doubles Tournament.

Burnett (captain), Lieut. A. M. Anstruther, Lieut. F. F. S. Barlow, Lieut. A. C. Hamilton, Mid. Hunting, Lieut. J. K. MacFarlan, Capt. Moir, Capt. Mirehouse, Lieut. Comdr. R. J. Shaw, Lieut. Comdr. Skyrme and Lieut. O. E. Younger.

* * *

The following will represent the Y.M.C.A. first hockey eleven

against the H.M.S. Medway this afternoon at King's Park at 5.10 p.m.:—

L. D. Skinner; A. Tate, L. W. Tipple; G. Mitchell, R. A. Bates, F. Allen; A. N. Other, F. Parker, D. McLellan (captain), W. J. Brown, and T. J. Price.

* * *

The Interport Cricket Committee are holding an Open Air Concert on the Hong Kong Cricket Club ground this evening at 9.15 p.m.

A WEEK'S DISEASES.

Fresh Cases of Diphtheria.

54 TUBERCULOSIS DEATHS.

The official return of diseases and deaths during the week ended November 14 is as follows:—

Cases Deaths

Typhoid fever 3 1

Diphtheria 9 5

Tuberculosis 54

Two cases of typhoid were im-

HAPPY, THOUGH MODERN.

Youth And Old Age.

By H. C. BAILEY.

In a week devoted to the stringent need of economy comes opportunely Dean Inge's discourse to the Modern Churchmen's Conference on how to be happy, though modern. It used to be simpler. The world has become more difficult. Men are not so easy to please.

Dr. Inge went back to the Greeks and their short prescription for happiness, first health, second good looks, third wealth, fourth, to be young with one's friends. I should not myself call that a very joyful theory of life. The number of years during which a man can be young is not many. When grizzling hair the brain doth clear a man may naturally desire that "the men who were boys when I was a boy shall sit and drink with me" and share regretful memories, but it is surely uncommon so to honour your vanished youth as to feel that you are never again to be quite happy.

In fact, the Greeks themselves were by no means unanimous about the felicity of being young. One of their pet stories was of Sophocles saying he thanked heaven he had left youth behind and "escaped from a mad and furious master." The ordinary man, I suppose, feels that both age and youth have their advantages roughly summed up in the French tag, "Si la jeunesse sait, si la vieillesse pouvait"—had youth the wisdom, had age the vigour!

A set of modern young men, Dean Inge tells us, were asked to specify the elements in happiness, and the result was considerably different from the Greek notion. The modern wants a great deal more and does not set the same value on things. Eleven blessings are necessary to his felicity instead of four, and they include such endowments as "spiritual or moral excellence and intellectual excellence," which the simple-hearted Greek did not bother about at all.

But I cannot think these modern youths are, as reported, quite normal. The ordinary young man may naturally desire to be a decent fellow and to possess a fair share of brains, and he may reasonably believe these qualities are required for happiness. But if you heard of a youth aspiring to spiritual and intellectual excellence would you think that he was in the way to reach either?

Dr. Inge is more surprised that the moderns are rather casual about wealth. They give it only the eleventh and last place among their wishes, and the Dean remarks that this "sounds juvenile or insincere." Let us be charitable and say that it is juvenile. A love of money is not one of the vices characteristic of youth, which is apt to err rather in the other direction. Modern or Greek or of any other period, the general majority would agree that sufficiency of this world's goods to provide for comfortable living is one of the conditions of happiness.

What is necessary to comfort is, however, an insoluble problem. The man who was passing rich on forty pounds a year is proverbial. There was Johnson's clerical friend happily bringing up a large family on a small stipend by feeding them "chiefly on apple dumplings."

The difference between the Greek and the modern conception of happiness which Dean Inge emphasised is that the Greek felt it absolutely necessary to be good-looking, while our youth of 1931 do not think it matters much. But this seems to me a mis-judgment. The moderns did specify "physical excellence" as one of the ingredients of happiness. Though good looks may not be as important in the populous modern world as in Greece, where beauties, male and female, had a national honour, surely all sorts and conditions of people think a lot of them.

The ultimate truth may not be very far from the fable which tells of an ancient Greek coming to life in the modern world and pronouncing that the only element of happiness known to us and unknown to them was tobacco.

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had given 851,000
days work to individuals otherwise
unemployed up to August 31st last,
and at September 14th it was estimated
that approximately 100,000 new working days could be
furnished before the works were
completed.

The Dominion Government subse-

quently undertook considerable work for the unemployment relief,
and the Canadian Pacific was
called upon to cooperate. This
the Company did to the limit of its
ability by anticipating work
which would normally not have
been started for a number of years.

These works included a number of
new branch lines, the building of a
new station at Regina, some grade

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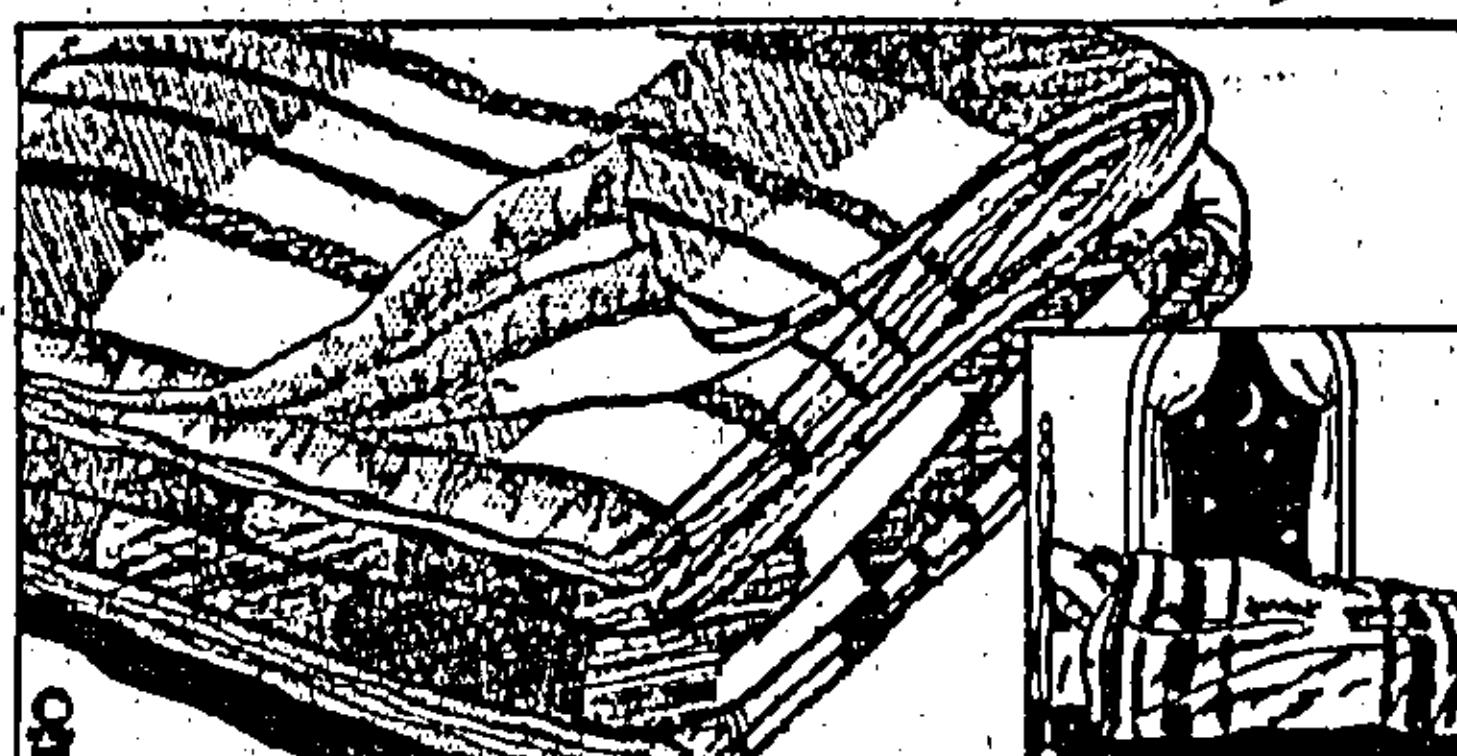
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WHITEAWAYS

The China Mail

Hong Kong, Tuesday, Nov. 17, 1931.

Our Spokesmen.

In their enquiry into the currency problem of the Colony the Commission sent out by the Secretary of State for the Colonies appears to have had quite an easy task. It was armed, first of all, with the report of the local Currency Committee appointed exactly twelve months before. That local Committee, it may be recalled, settled the whole issue before hearing a scrap of evidence by declaring publicly against stabilisation. After its preliminary meeting on April 7, 1930, it was announced that

"Having carefully read the local Committee's report . . . from which we have derived valuable help," the Home Commission divides the problem into three main parts. It falls into the trap set by the local Committee by placing the first — not the last! — part where it was fifth in the local Committee's set questions:

"Whether it would be desirable to change the basis of Hong Kong currency from silver to gold, popularly called stabilisation."

Thus three learned jurors — two all the way from London and one all the way from South Africa — found it delightfully easy to endorse the verdict of the local jurors at the latter's preliminary meeting. They decide against immediate stabilisation and, still imitating the procedure of the local jurors, give a warning to be prepared for stabilisation if and when China "goes gold." Not at all convincing!

The tendency of the day — apart from the temporary lags on the part of the British and other Governments — is directly toward stability of exchange, national and international. That tendency is bound by the process of economic evolution to become stronger instead of weaker as the years roll by; and any nation or Dominion or Colony that refuses to read the signs of the times must be content to be left in the rut. World opinion must inevitably and ultimately force China to "go gold" in spite of the scruples of her financial leaders. And, instead of a powerful British Colony giving China the lead, it will be in the humiliating position of being led. That is the whole moral of the Currency Commission's report in a nutshell.

From Other Pens

Vienna for Cleanliness.

Turning the corner in a West-end Street early one morning, I was smothered in a cloud of dust and rubbish from a refuse-cart collecting its unsavoury burden from a Lincoln.

series of extreme insanitary dustbins.

How differently they do these things in Vienna, I reflected. Here is a point on which London's local authorities need have no shame in accepting a hint from their Austrian friends.

In Vienna every house must be provided with its quota of dustbins specially designed to a standard pattern with sliding lids. Each morning there tours the city a magnificent motor "train" of tank wagons tightly closed save for a long line of sliding lids on either side.

The dustman slices your bin, hitches it on to a special hook, upturns it, and the lids on bin and wagon now pressed tightly together open, and later close, simultaneously.

The contents of the bin have been transferred to the wagon. That is all. At no moment can one particle be free to fly about the streets.

The Viennese Way.

Vienna, I imagine, pays more attention to this question of street cleanliness than any other city in Europe. The man who drops a piece of paper in the street renders himself liable, if observed by a policeman, to an immediate fine of two schillings.

Other still more offensive habits are dealt with yet more severely. And no bad thing, either.

Believe It or Not.

A correspondent sends me the following story:

"A Viennese was out for a walk in his native city when he dropped a piece of paper on the pavement. A polite policeman approached, ceremoniously saluted, and, in the suavest manner, demanded the statutory two schillings for the offence.

"The offender complied, received the policeman's receipt for the money, and walked away. Absent-mindedly, alas! he screwed up the official receipt into a ball and threw it away. Once more the guardian of Vienna's law approached; another salute, out came the notebook, and two more schillings changed hands!" — Peterborough in the Daily Telegraph.

Luck of the Pendrills.

The Nelson pension of £5,000 a year, still paid to the holder of the title earned by the victor of Trafalgar, is not the oldest pension for special services which has been handed down from father to son. Scattered

around the world are about forty

persons who receive pensions as

descendants of the family of

foresters who hid Charles II

in an oak tree after the

battle of Worcester. Fifty pounds

is sent across the Atlantic

every year to George Pendrill,

who is a retired laundry

owner, and Dr. Francis E. Walker

of St. John's, Newfoundland, re

ceives £10 a year on the same ac

count. George Pendrill is 77, and

his pension will pass to his eldest

son, then to his grandson, aged 16.

Should both these die there are

three more sons ready to keep the

pension alive in the main branch of

the Pendrill family.

When radium spontaneously

decomposes it gives off three

kinds of rays, of which the first,

or "alpha rays," are atoms of

helium. It is thus an important

term in the atomic disaggregation

of matter, as it is in its integra

tion. When we find hydro

gen and helium in a nebula we

are observing a world in forma

tion, and these two essential ele

ments under the action of un

imaginable temperatures and

pressures, will give birth to all

the atoms of the known chemi

cal elements.

Helium, for thirty years a

scientific rarity, is to-day an in

ustrial substance. It has been

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liquefying this, the Americans

prepare it in sufficient quantities

to inflate their giant dirigibles

because of its uninflammability.

Helium has another applica

tion — in "artificial air."

Air is composed, roughly speak

ing, of one-fifth active oxygen and four

five-fifths inert nitrogen. Workmen

who labour in caissons of com

pressed air breathe it at high pres

sure. When they return to the

open air, they have trouble owing

to the fact that the compressed

air, dissolved in the blood, forms

bubbles when released, and may

obstruct the circulation. The

troublesome constituent is the

nitrogen. Now by replacing this

with the less soluble helium, the

danger is averted in great mea

sure.

According to a Reuter message from Washington, the Italian Foreign Minister, Signor Grandi, arrived there yesterday, was welcomed by Mr. Stimson and immediately conducted to White House.

According to a Reuter message from Copenhagen, Von Kauffmann, Danish Minister to China and Japan, is replacing Von Oldenburg, Danish Minister at Oslo, who is succeeding Von Bornhoff, Danish Minister in Paris, who has been appointed Director of the Ministry of Foreign Affairs.

THE ROMANCE OF HELIUM.

Discovered in the sun by the spectroscope, before man had seen or handled it; regarded for years as a mere laboratory curiosity, after it had been found on earth, helium is now in full-fledged activity as a necessity of industry.

That the United States has a helium monopoly was pointed out at the time of the R-101 disaster. The airship would not have exploded and burned, it was thought, had non-inflammable helium supplied its buoyancy instead of inflammable hydrogen.

Alphonse Berget recounts its remarkable history in Candide (Paris), thus:

In 1868 there was a total eclipse of the sun. The French astronomer Janssen examining a photograph of the spectrum of the solar corona, found a new spectral line, indicating the presence of a hitherto unknown element. He gave to this substance the name "helium" (sun-substance).

Years passed. About 1882, some American scientists discovered that the mineral cleveite, from Greenland, gave off, when heated, what appeared to be nitrogen. British scientists found that this gas had in its spectrum a yellow ray corresponding exactly with that of Janssen's helium.

Helium was thus no longer a monopoly of the sun. Once discovered on the earth, it appeared everywhere — in rocks, in hot springs, and even in the air, in infinitesimal quantities.

This helium is a remarkable gas. Together with hydrogen it is the basis of what has been called the "integration of matter." The nebulae of space are made of atoms of helium, hydrogen and a gas yet unknown on earth, called "nebulium." It is seven times lighter than air and only twice as heavy as hydrogen. Its liquefaction point is very close to the absolute zero.

When radium spontaneously decomposes it gives off three kinds of rays, of which the first, or "alpha rays," are atoms of helium. It is thus an important term in the atomic disaggregation of matter, as it is in its integration. When we find hydrogen and helium in a nebula we are observing a world in formation, and these two essential elements under the action of unimaginable temperatures and pressures, will give birth to all the atoms of the known chemical elements.

Helium, for thirty years a scientific rarity, is to-day an industrial substance. It has been found in natural gas, and by liquefying this, the Americans prepare it in sufficient quantities to inflate their giant dirigibles, because of its uninflammability.

Helium has another application — in "artificial air." Air is composed, roughly speaking, of one-fifth active oxygen and four-fifths inert nitrogen. Workmen

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bubbles when released, and may

obstruct the circulation. The

troublesome constituent is the

nitrogen. Now by replacing this

with the less soluble helium, the

danger is averted in great mea

sure.

Miss Renee Adoree, the film actress, is reported to have passed

the crisis of her long illness, which

was due to a pulmonary ailment.

But several months must elapse

before she will be able to leave the

TOCK TOCK! TOCK TOCK!

Are You A Tock Tocker?
THEN DO SOME TOCK TOCKING.

By Arthur Ransome.

The popular magazines that are chiefly bought on railway journeys are in Britain, made up as sandwiches, a thin stratum of stories and articles between two fat slabs of advertisement. In America their construction is a little different. There the stories and articles start in a bunch among the early pages. Each one sets itself to get an ancient mariner's grip on the attention of wedding guest or commercial traveller or other railway passenger and to get it in a page or a page and a half, when it breaks off abruptly, "to be continued" 60 or 100 pages farther on, among the advertisements. The object seems to be to make sure that the advertisements get read. This shows that American advertisers are at heart much more modest than one would suppose. British advertisers do not even pretend that they need the stories and the articles to draw attention to themselves. They are very well aware that what human beings like is human nature, and that there is much more human nature to be found in the advertisement pages of a magazine than in the merely literary flavouring matter sandwiched in somewhere in the middle. I could give dozens of examples, but one in particular delights me by its simple, direct appeal and its frank recognition of one of the characteristic instincts of this age. It is an advertisement of a toy. Children in the past were supposed to be seen and not heard. We have changed all that. They are living up to their elders. The toy is a model speedboat, very ingenious and effective. But I am concerned not with the toy, clever though it is but with the advertisement. In thick black letters the advertiser announces, not, as persons behind the times might expect, that his toy is silent, but, on the contrary, that it makes a noise: "Continuous 'tock tock' heard for great distance."

The man who wrote that is the child of his age and knows its children. He knows that if speed-boats were invisible and silent most of their attraction would be gone. It is not enough to go fast. Everybody's attention must be called to the speed at which you are going. The farm-boy on the motor-bicycle takes pleasure in its noise, "a continuous 'tock tock' heard for great distance," so that Annie in one valley knows that Billy is whirling up the hill out of another. That, of course, is romance, and no one would grudge it her any more than on winter evenings he would grudge her the pleasure of seeing the glow of the searchlight flashing nearer over the woods as her lover comes to meet her, riding his noisy comet. But, alas! it is not for Annie's ears alone that Billy makes a noise in the world. His opinion of himself goes up in proportion to the number of those who cannot get out of earshot of his "tock tock." And why blame him? At least he gets somewhere with his din, which is more than can be said for the rich young men who rush noisily about on a one-time quiet lake destroying its pleasures for everybody except their competitors in ear and speed.

And, after all, they too illustrate crudely and physically a spiritual instinct, and one that is perhaps older than it seems, though it has never before been so encouraged or had such chances of expression. The young gentlemen of coaching days who used to drive four-in-hand through quiet villages on the great roads did not insist that the coach horn should be silent while the ribbons were wearing out their gloves. No, no. The noise and bustle, geese and market-folk saving their lives by flight, were part of the fun. I remember the deafening noise of the narrow, cobbled Paris streets in the days before there were motors, when the coachmen of the omnibuses driving their four-abreast kept up a ceaseless cannoneade of whip-cracking, to which the horses were indifferent, for they understood that it was not meant for them. It was a means of securing publicity, of telling the world that here was a coachman and that he did not care who knew it.

Telegraphs, and particularly the exploitation of the desire for publicity in the columns of newspapers, have but made possible whip-cracking and horn-blowing on a larger scale. We manage to get heard farther afield. The "tock tock" of

they were able, but that he did it much better. Those who sneered were merely envious.

And, of course, there is real sense in "tock tocking" if you have something to say and want to collect your audience. The grand crier who goes "beatin' him drum and bangin' him bell, but sayin' nut'n, nut'n at all, because him hab nut'n to say" is the type of the "tock toker" for "tock tock's" sake. But let him have a declaration to make and the louder he beats his drum and bangs his bell the better, lest we who are inattentive should not hear him. To-day, unhappily, this distinction is seldom made. "Tock tock" is heard at a great distance and from all directions, but usually when we listen to it "tock tock" is all we hear, for what is important to the noise-producer is not the quality of the noise but the distance at which it can be heard. To some extent, I suppose, we are all alike in this. "Tock tock! Tock tock! TOCK TOCK!" I hope you can hear me.

HOLLYWOOD HI-LIGHTS.

This company is on its way to Manila this afternoon, having completed a successful season at the Star Theatre in Kowloon. The farewell performance, last night, as has been the case at every one of their performances, attracted a large and enthusiastic house, which was brought down time and again, especially by Rex Story, who did it in more than one way. The many floral tributes, ere the curtain was finally rung down, tangibly expressed appreciation of the artiste's good work. That appreciation was well said in flowers.

It was a long programme to which the last night audience was entertained, the curtain not being reached until the midnight hour struck. The programme presented, and followed through without hitch, was good—distinctly good in parts, most certainly broad and sly. And a man really busy "tock tocking" might feel a little uncomfortable at meeting his friends who know him as he is, unenhanced by reverberation.

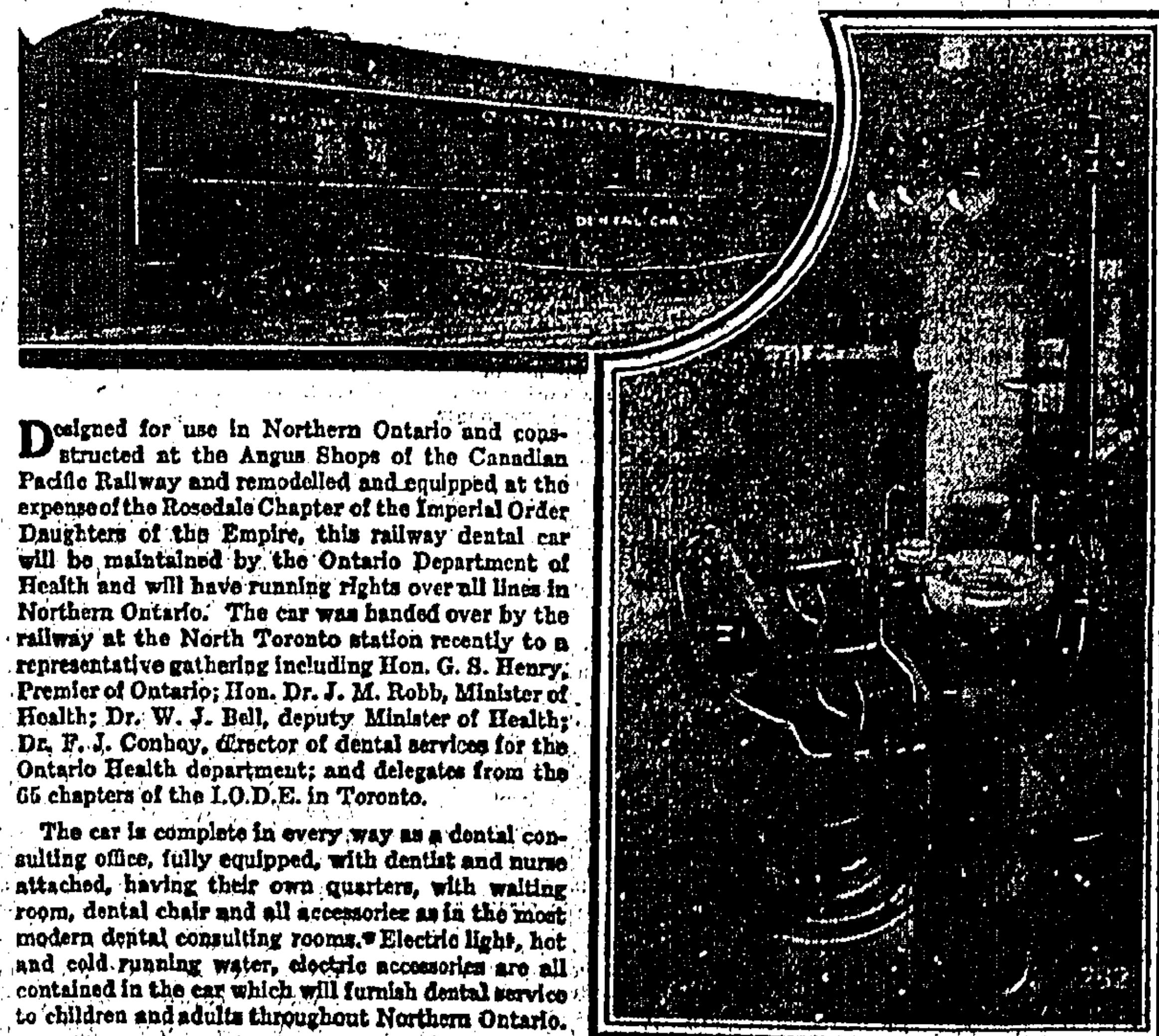
I wonder if the instinct for publicity has been with us always, and if the only reason why we are more conscious of it to-day is that mechanical contrivances have brought it about that everybody's "tock tock" is heard at a greater distance. Or was it, perhaps, true that in ages of faith, when no one doubted his own survival beyond the grave, there seemed to be less point in making a noise in the present? To-day it must be admitted that those who seem surest of a lasting share of eternity do not neglect such publicity as is within their reach. The hot-gospeller returning from a crusade during which, we were told, she had been "kidnapped in a coffin" meets her son not in private but on stage before a vast audience. The Dean of St. Paul's is not content with his pulpit but "tock tocks" as loudly as anyone outside it. It used to be the fashion to sneer at the clever "tock tocking" of Mr. Bernard Shaw, but it is clear enough to-day that the only difference between him and his competitors was not that they did not "tock tock" as well as

IN THE GOOD OLD DAYS.

Perfect is an anecdote of Clemenceau, when he was appointed Minister of the Interior in 1911, going to make acquaintance with the department, and being conducted over it by the chief. Everybody of the first two rooms was out having an aperitif or déjeuner, and in the third room there was only one clerk at his desk, and he was fast asleep.

The Chef de Bureau, discomfited and indignant, was about to give the slumberer an impatient nudge when the new Minister restrained him: "No, no!" he laughed. "Don't wake him! He might be off, too!"

Dental Services to Northern Outposts



Designed for use in Northern Ontario and constructed at the Angus Shops of the Canadian Pacific Railway and remodelled and equipped at the expense of the Rosedale Chapter of the Imperial Order Daughters of the Empire, this railway dental car will be maintained by the Ontario Department of Health and will have running rights over all lines in Northern Ontario. The car was handed over by the railway at the North Toronto station recently to a representative gathering including Hon. G. S. Henry, Premier of Ontario; Hon. Dr. J. M. Robb, Minister of Health; Dr. W. J. Bell, Deputy Minister of Health; Dr. F. J. Conroy, Director of dental services for the Ontario Health department; and delegates from the 65 chapters of the I.O.D.E. in Toronto.

The car is complete in every way as a dental consulting office, fully equipped, with dentist and nurse attached, having their own quarters, with waiting room, dental chair and all accessories as in the most modern dental consulting rooms. Electric lights, hot and cold running water, electric accessories are all contained in the car which will furnish dental service to children and adults throughout Northern Ontario.

AUTOMATIC BEACON

Robot Airway Lights.

A special display of the methods and apparatus employed in the illumination of aerodromes for night flying is now being staged at the West-end offices of Imperial Airways in Charles Street, Lothair Regent Street, London, and is attracting considerable attention.

The display includes models of the most modern aerial lighthouses and flashing beacons, many of these test airway lights being fitted with automatic controls, operated by light rays from the sun. They light themselves up automatically at dusk, and extinguish themselves again with the advent of daylight the following morning. These robot lamp-lighters have, indeed, now been brought to such a state of perfection that they even light up the aerial beacons on the approach of a heavy cloud, extinguishing them again as soon as the cloud has passed over. Such automatically controlled aerial lighthouses will continue in operation for six months without attention.

Another marvel in the science of illumination is the lighting of the landing areas at air-ports with floodlights of over 1,000,000 candle-power, which produce an illumination equivalent to 75 per cent of day-light.

"The scientific lighting of air-roads and air-ports," said an official of Imperial Airways, "has now made it as easy, and as safe, to alight by night as by day."

LONDON WATERMEN OF OLD.

The cry of "Oars," or "Boat, boat," no longer resounds from the river bank, now faced with massive granite, where, formerly, flights of stairs leading from riverside lanes and streets to the flowing Thames were to be found in goodly numbers. We speak of the Thames with more or less accuracy as the "silent highway"; but from a period little more than a century ago, back to the days of the Tudors and their predecessors, the river was much more emphatically a highway—above bridge, that is to say—that it is now, and "silent" was hardly the adjective that could have been applied to the conduct of the watermen and lightermen, whose capacity for varied and picturesque "language" was proverbial.

The London watermen of old were a very numerous body; and the constant coming and going of the boats with their wares, the competing cries of the oarsmen for custom, and their exchange of salutations on the landing-stairs, or as they passed one another on the bosom of the river, were all very marked features of the city life of long ago.

Regulation of the boat passenger traffic was found to be necessary at a very early date. Every boat was numbered and tables of the fares which might be charged were issued by the city authorities, or were even embodied in Acts of Parliament. Thus, in 1515, a statute was passed, "concerning watermen on the Thames," which shows the low fares the men were fast asleep:

The Chef de Bureau, discomfited and indignant, was about to give the slumberer an impatient nudge when the new Minister restrained him: "No, no!" he laughed. "Don't wake him! He might be off, too!"

BRITONS AS SEEN BY A GERMAN.

Our Grey Flannel "Bags."

London is the most moral capital in the whole world.

The Briton, in any and every circumstance of life, spends a sovereign with as little or as much heartache as the German spends five marks (5s.)

There is more money in England than in Germany, and the standard of living is a trifle higher, but if we Germans had the Briton's money we should live twice as well as he does.

These are some of the opinions expressed by Dr. Karl Silix, a well-known German journalist who has lived in London for six years, in an interesting book published called "John Bull at Home" (Harrap, 8s. 6d.)

Discussing what he calls "provincialism in the metropolis," this observer says that the regulation of traffic in London is based on methods dating from the time of the hansom cab, and that congestion is partly due to our domestic habits.

British household economy, for instance, is not concerned with storing provisions. No one dreams of buying potatoes in large quantities, and coals are hardly ever stored for more than a fortnight. The preparation for a simple lunch sees five delivery cans in motion, all of which deliver the needs for the day in minute quantities."

When We Are Happy. On the subject of men's clothes the author has words of deep wisdom. He has perceived a phenomenon of contemporary English life which has gone uncelebrated for so long—our grey flannel "bags."

We may look at our best, he says, in full evening dress and other ceremonial creations of English fashions for men, but we only feel really happy and comfortable in grey flannel trousers! Hear him on the "national garb of the Englishman":

"They are worn by millions, from the Prime Minister to the working man, generally in Summer, but also in Winter. They hang round a man's legs like sacks, and may even be a little grubby. The older they are the better. They are the national garb."

About our "lost" spirit of adventure, this appreciative critic is very sad—and very ingenious. A variety of reasons have been advanced lately, but who would have suspected that the hire-purchase system is the true menace to our country's power of expansion?

"As a result of the instalment system of payment, by means of which he can acquire a little car and his furniture, the young man is obliged to remain chained to one spot. Thus one of the main props of the British Empire, the spirit of adventure, is undermined."

PIANOS

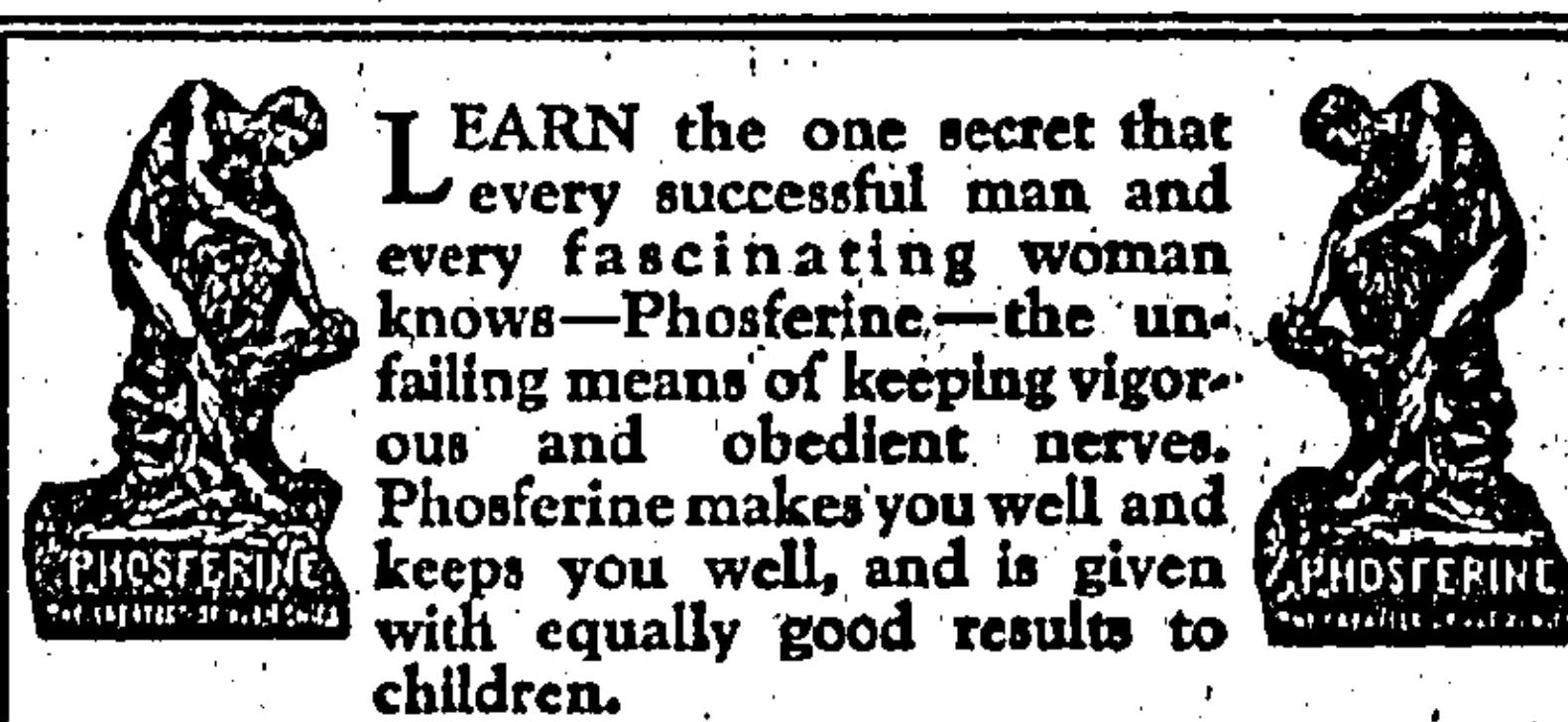
FOR SALE OR HIRE.

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The Anderson Music Co., Ltd.

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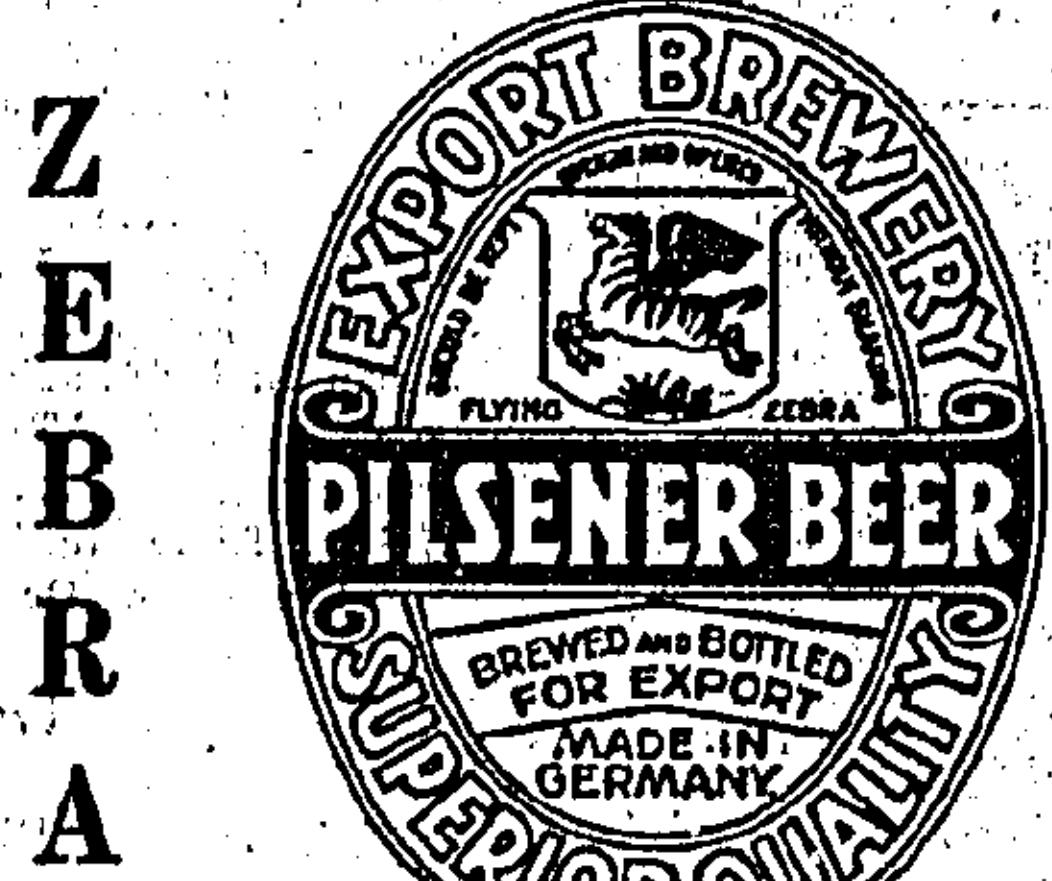
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|-------------|--------------------|-------------|------------|
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| Indigestion | Maternity Weakness | Neuritis | Malacia |
| Spleen | Weak Digestion | Faintness | Headache |
| Exhaustion | Neuralgia | Brain-fag | Anæmia |
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Made in Liquid and Tablets each sold in three sizes, the larger sizes are more economical.
Proprietors: PHOSFERINE (LONDON) LTD.,
LUDGATE HILL, LONDON, ENGLAND.

Agents: W. R. LOXLEY & CO., HONG KONG. Tel. 7-2111.

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THE BEST IS CHEAPEST.

Price per Case—6 Doz. Pts. \$38.80 Duty Paid.
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The China Mail

Published every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$30, payable in advance. Local delivery free.

Overland China Mail

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NEW ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON TUESDAY, November 24, 1931, commencing at 10.30 a.m., at No. 1, Pratt Building, Ground Floor, Kowloon,

A Quantity of VALUABLE HOUSEHOLD FURNITURE.

On View from Monday, November 23, at 11 a.m.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, November 17, 1931.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON FRIDAY, November 20, 1931, commencing at 2.30 p.m., at their Sales Room, 4, Duddell Street.

A Quantity of VALUABLE HOUSEHOLD FURNITURE

comprising:—

Teak, Hatstand, Chesterfield Couches and Chairs, Curio Cabinet, Book Cases, Desks, Tables, Gramophones, Cabinet, Marble Mantel Clocks, Oil Paintings, Embroidered Pictures, Brass Fender, Brass and Bronze Ware, Ornament, Carpets, Rugs, etc.

Teak Extension Dining Tables, Dining Chairs, Teak Side Board, Dinner Services, Glass Ware, Cutlery, Teak Ice Chest, Fitters, etc.

Brass and Teak Bedsteads with Mattresses, Teak Dressing Tables, Teak and Camphor Wood Chest of Drawers, Teak Wardrobe with Bevelled Mirror Doors, Side Tables, Travelling Rugs, Enamel Baths, Enamel Wash Basins, etc.

Also

A Quantity of BLACKWOOD WARE

and

1 Large Pathé Cinema Machine.

2 Folding Cinematograph with Stands.

1 Baby Grand Piano by Haake.

1 Baby Grand Piano by Pleyel.

1 Radio Set (6 valves) and Sun-dry Radio Accessories.

On View from Thursday, November 19, 1931.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, November 16, 1931.

SPORT NOTICES.

THE HONG KONG JOCKEY CLUB.

TO-DAY'S QUOTATIONS.

On London—Bank, wire 1/4 1/4

Bank, on demand 1/4 5/16

Credits, 4 months' sight 1/4 7/16

Documentary, 4 months' sight 1/5 1/2

On Paris—Bank, 4 months' sight 1/5 1/2

On demand 645

Credits, 4 months' sight 715

On Berlin—Bank, 4 months' sight 1/5 1/2

On New York—Bank, 4 months' sight 1/5 1/2

On demand 25/4

Credits, 60 days' sight 26/4

On Bombay—Bank, 4 months' sight 1/5 1/2

Wire 89/4

On demand 89/4

On Calcutta—Bank, 4 months' sight 1/5 1/2

Wire 89/4

On demand 89/4

On Singapore—Bank, 4 months' sight 1/5 1/2

On demand 57/4

On Manila—Bank, 4 months' sight 1/5 1/2

On demand 50/4

On Shanghai—Bank, 4 months' sight 1/5 1/2

Dollar 3% dis.

On Yokohama—Bank, 4 months' sight 1/5 1/2

On demand 51/4

Sovereigns (Bank's buying rate) 1/5 1/2

Silver (per oz.) 18

Bar Silver in Hong Kong 1/5 1/2

Copper Cash 1/5 1/2

Copper Cents 3% prem.

Rates of Native Interest 3 1/4% p.a.

Chinese Sub. Coin 25 1/4% dis.

Hong Kong Sub. Coin Par.

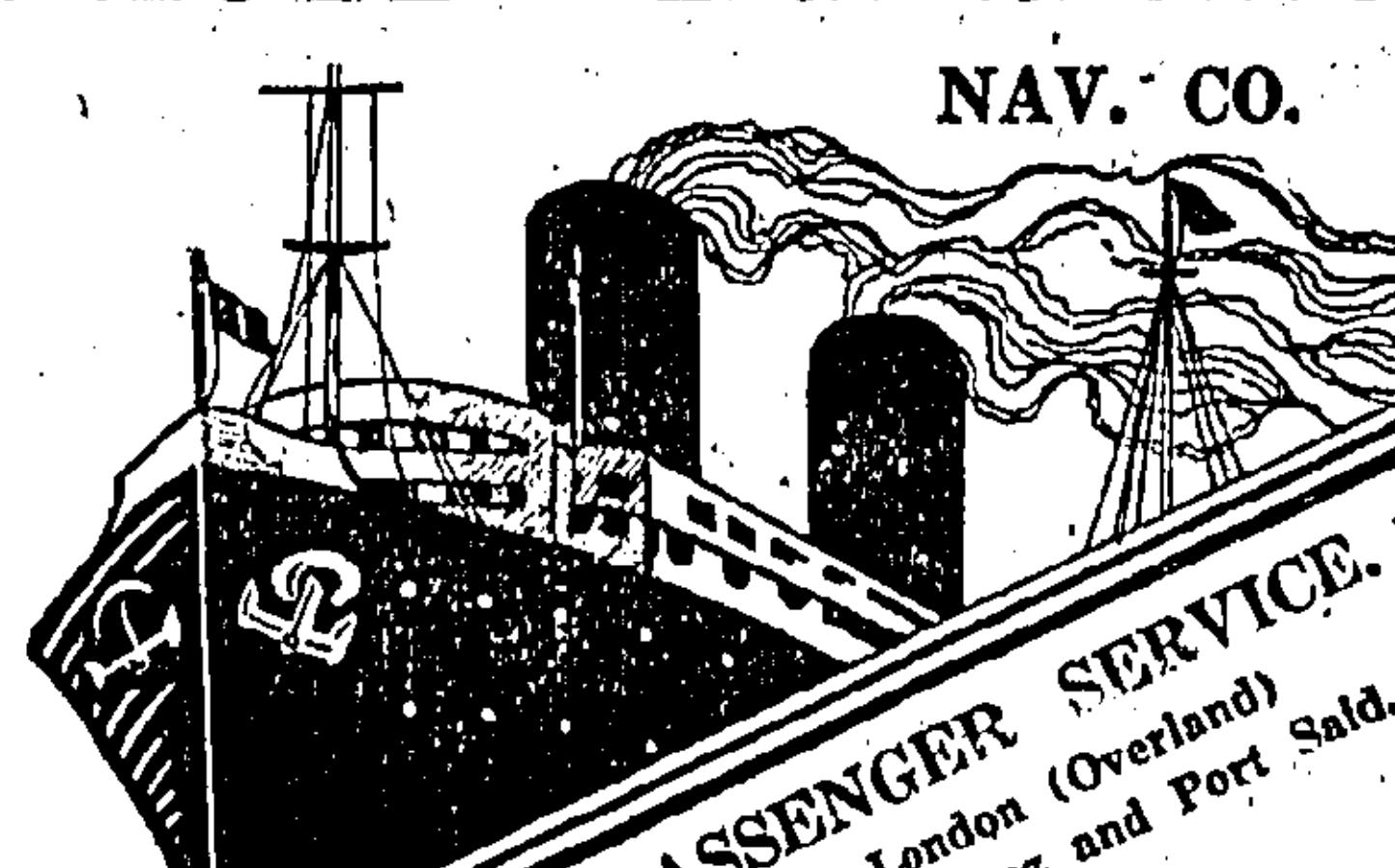
HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 17th Nov., 1931.

Next Settlement Day, Tuesday, 24th November, 1931.

| STOCK | Buyers | Sellers | Sales | Nom. | Fin. year | Last dividend and when paid |
|------------------------------|--------|---------|-------|-------|-----------|--|
| Banks, | | | | | | |
| Hong Kong Bank | 1500 | ... | ... | ... | Dec. | Interest 2/4 at 1/1-2/1-4/1 |
| Chartered Bank | ... | 150 | ... | ... | Dec. | Interest 2/4 at 1/1-2/1-4/1 |
| Mercantile Bk., Am. C. | ... | 74 | ... | ... | Dec. | Int. 7% a/c 1931 to 1932 |
| Bank of Asia | ... | 184 | ... | ... | Dec. | 80 for 1930 |
| Insurance, | | | | | | |
| Cancon Ins. | ... | ... | ... | 1400 | Dec. | (Final 3/4 a/c 1930) - 80 |
| Union Ins. | 400 | ... | ... | ... | Dec. | (Final 3/4 a/c 1930) - 80 |
| China Underwriters | 44 | ... | ... | ... | Dec. | None |
| China Fire Ins. | 6 | ... | ... | 650 | Dec. | (Final 3/4 a/c 1930) - 80 |
| H. K. Fire Ins. | 8 | ... | ... | 1450 | Dec. | (Final 3/4 a/c 1930) - 80 |
| Shipping, | | | | | | |
| Douglas | ... | ... | ... | 92 | Dec. | Last dividend for 1934 |
| H. K. Steamboat | ... | ... | ... | 252 | Dec. | 81-60 for 1930 None for 1931 |
| Indo-China (Prd.) | ... | ... | ... | 85 | Dec. | 12/4 ex. 2/4 on preferred |
| " (Def.) | ... | ... | ... | 43 | Dec. | Last dividend for 1931 |
| Shells Bldg. | ... | ... | ... | 43/5 | Dec. | Final 1/4 a/c 1930 |
| Union Waterboat | ... | ... | ... | 98 | Dec. | 81-60 for 1930 |
| Mining, | | | | | | |
| Bengts | ... | ... | ... | 101 | Dec. | Third Int. Interim 1930 |
| Kalian Mining Ad. | ... | ... | ... | 81/3 | Dec. | (Final 3/4 for year 1930-31) |
| Langkawi (Single) | ... | ... | ... | 405 | Oct. | 8/4 for year 1930-31 |
| S'pore Exploration | ... | ... | ... | 2 | Dec. | None |
| " Loan | ... | ... | ... | 48 | Dec. | (Final 3/4 a/c 1930) - 80 |
| H. K. Rubber | ... | ... | ... | 97 | Mar. | Interest 1/4 a/c 1930 |
| Venezuelan Gold Fields | ... | ... | ... | ... | ... | ... |
| Docks, Wharves, Godowns, &c. | | | | | | |
| H. K. & K. Wharves | 150 | ... | ... | 312 | Dec. | 80 for 1930 |
| H. K. & W. Docks | ... | ... | ... | 18 | Dec. | Last dividend for 1934 |
| South Ch. Motors (A) | ... | ... | ... | 18 | ... | ... |
| " (B) | 505 | ... | ... | 3/50 | ... | ... |
| China Provident (old) | ... | ... | ... | 2/40 | Dec. | (10 cents on old) for 1930 |
| " (new) | 3/55 | ... | ... | ... | Dec. | (10 cents on new) for 1930 |
| Hongkong | ... | ... | ... | 210 | Dec. | Interest 7.8 a/c 1931 |
| N. Engineering | ... | ... | ... | 12 | Dec. | 1/2 for 1930 |
| Shanghai Docks | ... | ... | ... | 95 | Apr. | 1/2 for year 20-4-31 |
| Lands, Hotels & Buildings, | | | | | | |
| H. K. & S. Hs. | 14 | 141 | 144 | 14-40 | Dec. | 80 cents for 1930 |
| " (new) | 14 | ... | ... | 6-85 | Dec. | 80 cents for 1930 |
| H. K. Lands | 701 | 80 | 794 | 80 | Dec. | Interest 1/4 a/c 1931 |
| Shanghai Lands | ... | ... | ... | 92 | Dec. | Interest 1/4 a/c 1931 |
| Humphreys (old) | ... | ... | ... | 174 | Dec. | 80 cents for 1930 |
| " (new) | ... | ... | ... | 17 | Dec. | 80 cents for 1930 |
| H. K. Realics | ... | ... | ... | 12 | Dec. | Interest 20 cents a/c 1931 |
| Chinese Estates | ... | ... | ... | 95 | Feb. | 80 for year 22-2-31 |
| Cotton Mills, | | | | | | |
| Two Cotton | 15,10 | ... | 15,20 | ... | Dec. | 1/2 for 1930 |
| Shanghai Cotton | ... | ... | ... | 56 | Apr. | 1/2-25 for half year 22-2-31 |
| Zong Sing | ... | ... | ... | 12 | June | 1/2-50 for year 20-4-31 |
| Public Utilities, | | | | | | |
| H. K. Tramways | 20,00 | ... | ... | ... | Dec. | Interest 40 cents a/c 1931 |
| Peak Trams (old) | ... | ... | ... | 141 | Dec. | (80 cents on old) for year 1930-31 |
| " (new) | ... | ... | ... | 6-85 | Dec. | 80 cents for 1930 |
| Star Ferries | 89 | ... | ... | ... | Dec. | 84 for 1930 |
| Yatmai Ferries | ... | ... | ... | 26 | Dec. | 1/2 for 1930 |
| China Light | 271 | ... | ... | ... | Sept. | Final 50 cts. w/o yr. 20-2-30 |
| H. K. Electric | 751 | ... | ... | 98 | Dec. | 25 for 1930 |
| Macau | ... | ... | ... | 12 | June | None |
| Sandakan Light | ... | ... | ... | 48 | Dec. | Interest 4% a/c 1931 |
| H. K. Tels. fully paid | ... | ... | ... | 201 | Dec. | 1/2 for 1930 |
| " part paid | ... | ... | ... | 17 | Dec. | 1/2 for 1930 |
| China Buses | ... | ... | ... | 17,00 | Dec. | 1/2 for 1930 |
| Spore Fracton (Ord.) | ... | ... | ... | 10/ | Sept. | 1/4 on preference shares subject to income tax |
| Industrials, | | | | | | |
| China Sugars | ... | ... | ... | 600 | ... | In Liquidation |
| Malabac Sugars | ... | ... | ... | 89 | Dec. | |

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NAV. CO.



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ASAMA MARU Wednesday, 9th December.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HIKAWA MARU Tuesday, 15th December.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via
Singapore, Penang, Colombo & Suez.
YASUKUNI MARU Friday, 4th December.
HAKONE MARU Saturday, 12th December.
SYDNEY & MELBOURNE via Manila & Ports.
KITANO MARU Saturday, 21st November.
ATSUTA MARU Saturday, 28th December.
BOMBAW via Singapore, Penang, & Colombo.
† TOTTORI MARU Friday, 27th November.
† NAGATO MARU Monday, 30th November.
SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
TGINYO MARU Wednesday, 25th November.
NEW YORK, BOSTON via Panama.
† TAKAOKA MARU Thursday, 10th December.
LIVERPOOL via Port Said, Samboul (Constantinople), Genoa
& Marseilles.
† DAKAR MARU Sunday, 20th December.
CALCUTTA via Singapore, Penang & Rangoon.
† RANGOON MARU Sunday, 29th November.
SHANGHAI, KOBE & YOKOHAMA.
† TOKIWA MARU Wednesday, 18th November.
ATSUTA MARU (Nagasaki direct) Friday, 20th November.
PUSHIMI MARU Saturday, 28th November.
† Cargo only.

For further information apply to: NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

| | | | |
|--|-----------------|------------|-----------|
| RIO DE JANEIRO, SANTOS & BUENOS AIRES via Sao Paulo, Singapore, Colombo, Durban & Cape Town. | Montevideo Maru | ... Fri. | 4th Dec. |
| MOMBASA, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo. | Manila Maru | ... Sun. | 29th Nov. |
| BRISBANE, SYDNEY, MELBOURNE, AUCKLAND & WELLINGTON via Manila. | Sydney Maru | ... Sun. | 6th Dec. |
| JAPAN PORTS (Frequent Services). | Hamburg Maru | ... Sun. | 22nd Nov. |
| LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said. | Kwansai Maru | ... Sat. | 12th Dec. |
| NEW YORK via Japan ports, Los Angeles & Panama. Call Direct at Boston, Philadelphia & Baltimore. | Shunko Maru | ... Wed. | 18th Nov. |
| BOMBAY via Singapore, Belawan Dell & Colombo. | Mendo Maru | ... Thurs. | 20th Nov. |
| CALCUTTA via Singapore, Belawan Dell & Rangoon. | Canton Maru | ... Sun. | 22nd Nov. |
| HAIPHONG via Hanoi | Hanoi Maru | ... Sun. | 20th Nov. |
| KEELUNG via Swatow & Amoy (8 p.m. every Sun. day). | Dell Maru | ... Thur. | 10th Nov. |
| TAKAO via Swatow & Amoy (Fortnightly). | | | |

For further particulars please apply to:

OSAKA SHOSEN KAISHA.

Telephone 28061.



A TYPHOON AT SEA.

How It Is Evaded or Faced.

[By A Naval Officer.]

At this time of the year we are quite likely to read of great havoc being caused by typhoons or hurricanes. To a minor degree we experience revolving storms in Britain, such as the small whirlwind which, not long ago, considerably interfered with the order of a village Sunday school by entering through the door at one end of the building and departing at the other after blowing down part of the wall. But it is fortunate for us that their full terrors, on a grand scale, are reserved for the tropics. These are the typhoons of the China Seas and the hurricanes or tornadoes of the West Indies.

A storm of this nature is an intense atmospheric whirl of hurricane force blowing round a comparatively calm centre or vortex. The whole storm, which may vary from twenty to some hundreds of miles across, moves bodily at the rate of about two to three hundred miles a day.

Originating not far from the Equator, these storms move firstly in a westerly direction with gradually increasing speed. Then, curving round in a boomerang-shaped track, they spread, and finally blow themselves out in a north-easterly or south-easterly direction, according to the hemisphere. The circling movements of the writhing air and the consequent action combine to bring about extreme devastation.

Fortunately, they seldom come unannounced. A rapidly falling barometer, heavy swell at sea, and an uncanny look and colouring in the sky are the usual precursors. It is, therefore, possible to establish a regular system of warning signals. In Hong Kong, for instance, there is a rat-like scuttle of junks and sampans into "typhoon creek" for safety when the warning signal is hoisted. Indeed, one does well to act quickly.

Steaming Six Knots at Anchor.

One afternoon before the war a large British cruiser was peacefully at anchor in Kobe harbour. At 5 p.m. typhoon signals were unexpectedly hoisted. Immediate preparations for the worst were made, as the signals indicated that the typhoon was close upon us and that we lay in its path. By 6 p.m. boat work had become unsafe, by 7 p.m. it was blowing a gale, and by 8 p.m. we were actually steaming revolutions for six knots to ease the strain on the cables. All fours was the only mode of progression possible. The centre passed over us at 1 a.m., followed by four hours of hurricane wind from the opposite direction. By 6 a.m. it was once more a flat calm. In less than twelve hours the barometer had fallen and risen again two inches, fifty-one fishing vessels and other craft had been sunk or driven ashore, and about 3,000 Japanese killed or rendered homeless.

At sea a knowledge of the laws and habits of these storms is vital. The direction of the centre must always be known and in which quadrant safety can best be sought. For instance, if the wind increases in force but remains steady in direction, with a rapidly falling barometer, the ship is directly in the path of the storm. Certain rules are framed for guidance in all cases, so that the centre may be avoided.

There is, however, the celebrated case of the two British destroyers which, while on passage from Wei-hai-wei to Shanghai, became aware of the approach of a typhoon. By the rules, their safe line of retreat led them towards a lee shore. This being denied them, they deliberately and wisely sought, as the lesser of two evils, the centre of the storm. For thirty-six hours they negotiated the joys afforded by the passage to, and from, the vortex, and eventually arrived in harbour battered wrecks but proud monuments of the strength of their construction and of the skill with which they had been handled.

In The Typhoon's Centre.
In the open sea the effect of a typhoon is often more vivid than on land. Although there are no

trees to uproot or houses to demolish, the fury of the wind has ample scope in its treatment of the sea itself. In the dangerous quadrant a ship will be buffeted by vicious and terrific gusts and be battered by immense, tottering, and breaking cliffs of water, very steep and dangerous and ready to engulf her at any moment. These are quite unlike the long Atlantic rollers. They must be negotiated with extreme care. The ship must keep bows-on all the time. To allow her to get broadside-on might be fatal. The picture is usually completed by torrential rain and a visibility of less than half a mile. In other quadrants the wind may vary from hurricane force to little more than a strong breeze.

The centre really affords the most remarkable scene of all. Often there is no wind to speak of and blue sky overhead. But the sea, apparently at a loss what to do, looks, as it has been well described, "like a cauldron of steep cones," each sloping about irrespective of its neighbour. Sometimes these collide violently and cause a sort of waterspout. The effect is complete chaos. Only the crests of the waves break, and then in any direction. This may last for a quarter of an hour or less, and then comes the second half, equally as vicious as the first, but from the opposite direction. Nature, having smitten you hard on one cheek, pauses to smite you the harder on the other! The glass then rises steadily, and in a few hours there is peace.

To have experienced the joys of a typhoon at sea is an awful and wonderful experience. Once in a lifetime is enough. But the sailor is, in some ways, better off than the landsman. His safety lies largely in his own hands. If actually at sea he may be able to avoid the centre. The landsman, however, is almost powerless. Apart from founding his house upon a rock and building it like a rock, and seeing that his wife, and his servant, and his maid, and his ox, and his ass, and everything that is his are in places of comparative safety, all he can do is to watch and wait and hope for the best.—Manchester Guardian.

PASSENGER LISTS.

ARRIVALS.

Per s.s. President Lincoln, from U.S.A. Japan and China, November 16:

Mr. B. Benth, Miss I. Bentley, Mr. and Mrs. W. Bercherer, Mr. and Mrs. F. P. Donnelly, Mrs. William G. Dow, Mr. W. Dudman, Mr. F. Fochern, Miss Elizabeth S. Graham, Mrs. E. Johnston, Mrs. V. King, Mr. R. Koch, Mr. A. Lollo, Mrs. E. Metcalf, Mr. M. Michel, Mr. C. Miners, Mr. J. Palstra, Mrs. W. Palstra, Mr. T. Plin, Mr. B. Richardson, Mr. C. Du Roza, Mrs. A. Du Roza, Mr. and Mrs. A. Schrader, Mrs. Edward H. Smith, Mr. M. F. Thomas, Mr. E. Track, Mr. M. Walsh, Mr. C. Young.

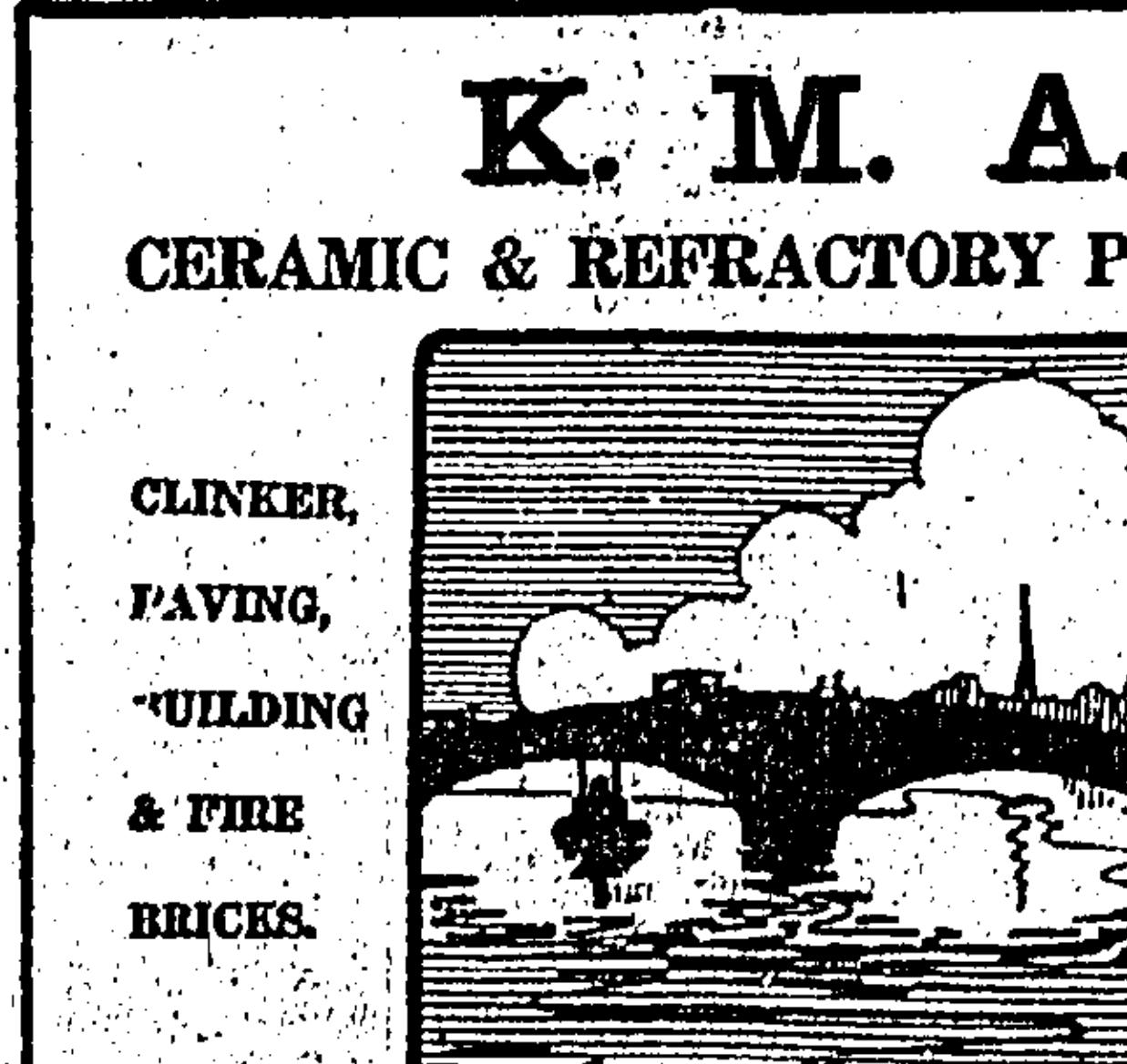
DEPARTURES.

Per s.s. President Taft for Seattle via ports on November 16:

Mr. L. H. Putney, Mr. L. A. Huime, Miss Cheffoy de Courcelle, Mr. R. E. A. Watson, Miss

Ask for our Illustrated Catalogue. Compare our Prices and Inspect our wide Range of Samples

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In The Typhoon's Centre.
In the open sea the effect of a typhoon is often more vivid than on land. Although there are no

trees to uproot or houses to demolish, the fury of the wind has ample scope in its treatment of the sea itself. In the dangerous quadrant a ship will be buffeted by vicious and terrific gusts and be battered by immense, tottering, and breaking cliffs of water, very steep and dangerous and ready to engulf her at any moment. These are quite unlike the long Atlantic rollers. They must be negotiated with extreme care. The ship must keep bows-on all the time. To allow her to get broadside-on might be fatal. The picture is usually completed by torrential rain and a visibility of less than half a mile. In other quadrants the wind may vary from hurricane force to little more than a strong breeze.

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THE KAILAN MINING ADMINISTRATION.

DODWELL & CO. LTD., Agents, Hong Kong.

6 A.M. FRIDAY,
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|----------------|----------|----------|---------|----------|----------|-----------|
| Leave | Leave | Leave | Leave | Leave | Leave | Arrive |
| Nov. 20 | Nov. 23 | Nov. 24 | Nov. 25 | Nov. 28 | Dec. 7 | |
| Emp. of Asia | Dec. 5 | Dec. 8 | Dec. 10 | Dec. 12 | Dec. 20 | |
| Emp. of Canada | Dec. 18 | Dec. 21 | Dec. 22 | Dec. 24 | Dec. 26 | |
| Emp. of Russia | 1932 | 1932 | 1932 | 1932 | 1932 | 1932 |
| Emp. of Japan | Jan. 2 | Jan. 5 | Jan. 7 | Jan. 9 | Jan. 17 | |
| Emp. of Asia | Feb. 5 | Feb. 8 | Feb. 11 | Feb. 13 | Feb. 22 | |
| Emp. of Canada | Feb. 20 | Feb. 23 | Feb. 25 | Feb. 27 | Mar. 6 | |
| Emp. of Russia | Mar. 4 | Mar. 7 | Mar. 9 | Mar. 12 | Mar. 21 | |
| Emp. of Japan | Mar. 16 | Mar. 18 | Mar. 20 | Mar. 22 | Mar. 28 | Apr. 3 |
| Emp. of Asia | Mar. 25 | Mar. 28 | Mar. 31 | Apr. 2 | Apr. 11 | |
| Emp. of Canada | Apr. 9 | Apr. 12 | Apr. 14 | Apr. 16 | Apr. 22 | Apr. 27 |
| Emp. of Russia | Apr. 22 | Apr. 25 | Apr. 26 | Apr. 28 | Apr. 30 | May 9 |
| Emp. of Japan | May 7 | May 10 | May 12 | May 14 | May 20 | May 25 |
| Emp. of Asia | May 20 | May 23 | May 24 | May 26 | May 28 | June 10 |
| Emp. of Canada | June 4 | June 7 | June 9 | June 11 | June 17 | June 22 |
| Emp. of Russia | June 17 | June 20 | June 21 | June 23 | June 25 | July 4 |

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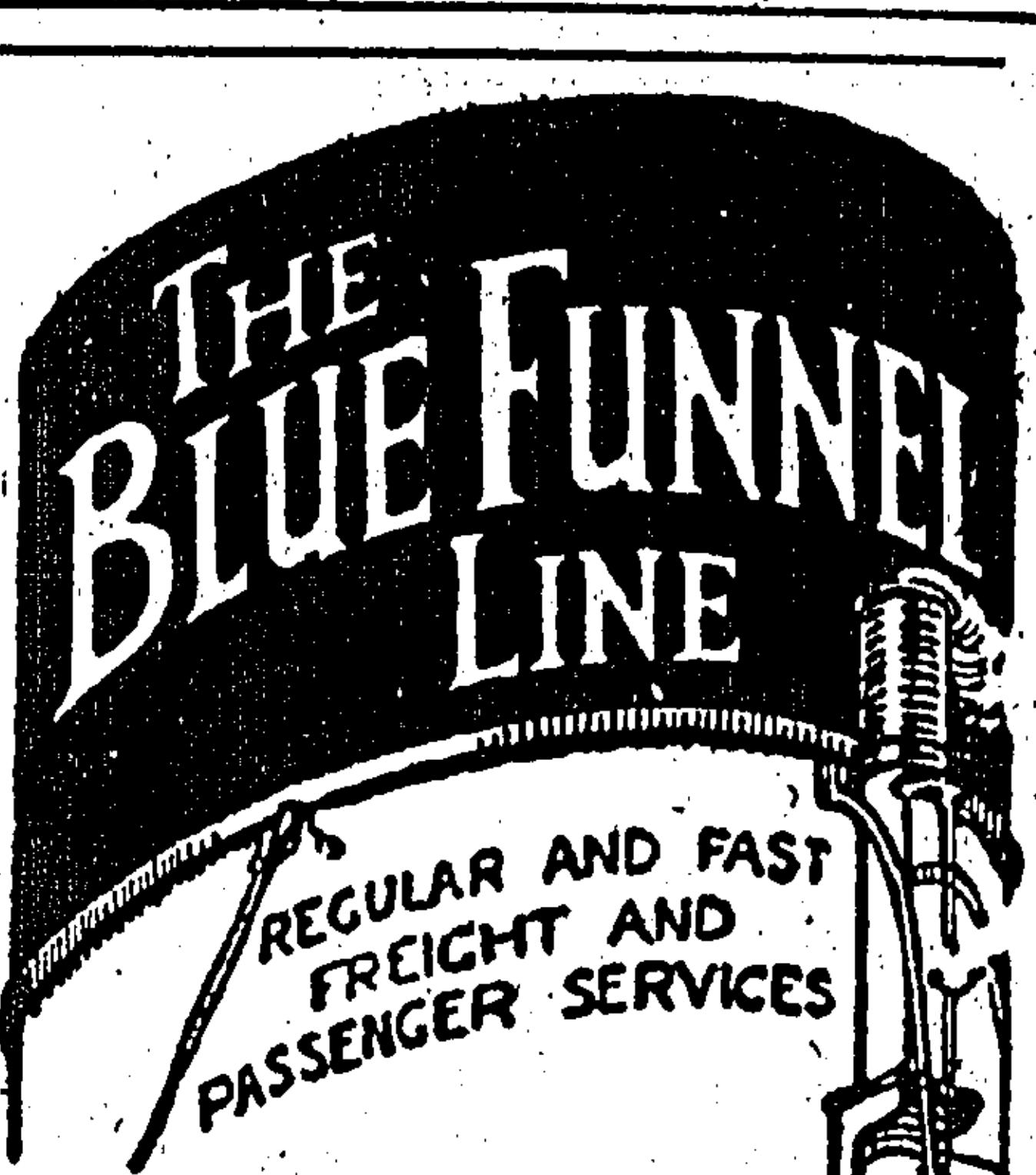
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SHIPBUILDING ORDER FOR BELFAST.

Messrs. Workman, Clark and Co., of Belfast, on October 9 booked an order for the construction of a passenger and fruit carrying steamer for the Standard Fruit and Steamship Corporation of New Orleans. The new vessel will be 400 feet long, and will have electric turbines. This is the first order for a new vessel placed at Belfast for ten months.

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

| Island. | Feet |
| --- | --- |

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P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S.S. | Tons | From Hong Kong | | Destination |
|------------|--------|----------------|-------|-------------|
| | | From | About | |
| KASHGAR | 9,000 | 21st | Nov. | 1931. |
| KIDDERPORE | 5,300 | 1st | Dec. | 1931. |
| RAJPUTANA | 17,000 | 5th | Dec. | 1931. |
| CHITRAL | 16,000 | 10th | Dec. | 1931. |
| KASHMIR | 9,000 | 13th | Feb. | 1932. |
| NALDERA | 16,000 | 27th | Feb. | 1932. |
| SOUUDAN | 8,800 | 20th | Dec. | 1931. |
| RAWALPINDI | 17,000 | 2nd | Jan. | 1932. |
| KARMALA | 9,000 | 16th | Jan. | 1932. |
| CHITRAL | 15,000 | 30th | Jan. | 1932. |
| KASHMIR | 9,000 | 13th | Feb. | 1932. |
| NALDERA | 16,000 | 27th | Feb. | 1932. |
| SOUUDAN | 8,800 | 5th | Mar. | 1932. |
| CARTHAGE | 15,000 | 12th | Mar. | 1932. |
| RAJPUTANA | 17,000 | 26th | Mar. | 1932. |
| CORFU | 15,000 | 9th | Apr. | 1932. |
| RAWALPINDI | 17,000 | 23rd | Apr. | 1932. |
| RANIPURA | 17,000 | 7th | May | 1932. |
| CHITRAL | 15,000 | 21st | May | 1932. |

*Cargo only. †Calls Casablanca. ‡Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

| TAKADA | 7,000 | 1931. | | Singapore, Penang & Calcutta. |
|----------|--------|-------|------|-------------------------------|
| | | 28th | Nov. | |
| SIRDHANA | 8,000 | 16th | Dec. | |
| TILAWA | 10,000 | 24th | Dec. | |

B.L. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

| TANDA | 7,000 | 1931. | | Manila, Rabaul, Brisbane, Sydney |
|-------|-------|-------|------|----------------------------------|
| | | 2nd | Dec. | |

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| HIRDHANA | 8,000 | 1931. | | Amoy, Shanghai, Kobe & Yokohama. |
|------------|--------|-------|------|----------------------------------|
| | | 20th | Nov. | |
| CORFU | 13,000 | 20th | Nov. | Shanghai, Kobe & Yokohama. |
| HYBER | 9,000 | 28th | Nov. | Shanghai & Kobe. |
| TAIWA | 10,000 | 4th | Dec. | Amoy, Moji, Kobe & Osaka. |
| RAWALPINDI | 17,000 | 4th | Dec. | Shanghai, Kobe & Yokohama. |
| NANKIN | 7,000 | 7th | Dec. | Shanghai, Moji, Kobe & Y'hama. |
| SANTHIA | 8,000 | 18th | Dec. | Amoy, Moji, Kobe & Osaka. |
| KARMALA | 9,000 | 18th | Dec. | Shanghai, Moji, Kobe & Yokohama. |
| CHITRAL | 15,000 | 1st | Jan. | Shanghai, Kobe & Yokohama. |
| TALMA | 10,000 | 8th | Jan. | Amoy, Moji, Kobe & Osaka. |
| NELLORE | 7,000 | 4th | Jan. | Shanghai, Moji, Kobe & Y'hama. |
| KALYAN | 9,000 | 9th | Jan. | Shanghai & Kobe. |
| TAKADA | 7,000 | 15th | Jan. | Amoy, Moji, Kobe & Osaka. |
| KASHMIR | 9,000 | 15th | Jan. | Shanghai, Moji, Kobe & Yokohama. |
| SOUUDAN | 16,000 | 29th | Jan. | Shanghai, Moji, Kobe & Yokohama. |
| TANDA | 7,000 | 5th | Feb. | Shanghai, Moji, Kobe & Yokohama. |
| CARTHAGE | 16,000 | 12th | Feb. | Shanghai, Moji, Kobe & Yokohama. |
| RAJPUTANA | 17,000 | 25th | Feb. | Shanghai, Moji, Kobe & Yokohama. |

*Cargo only.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than 5 cu. ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

ARRIVALS OF SHIPS.

Sunday, November 15.
Goshu Maru, Japanese str., 3,854 tons, Captain, Kiroshita, from Milke, Kowloon Bay.—M.B.K.
Hiroshi Maru No. 3, Japanese str., 664 tons, Capt. Y. O. Kada, from Keelung, Yaumati Anchorage.—M.B.K.
Jason, British str., 4,800 tons, Capt. R. T. Hughes, from Singapore, Holt's Wharf.—B. & S.
Kittawa, British str., 708 tons, Captain J. Croathwaite, from Canton, Tsui Wan Anchorage.—Texas & Co.
Kwangchow, British str., 1,572 tons, Capt. Stringer, from Swatow, buoy No. B14.—B. & S.
Liangchow, British str., 1,219 tons, Capt. D. Wilson, from Swatow, Naval 10.—B. & S.
Mabella, Norwegian str., 840 tons, Capt. Soursen, from Bangkok, buoy No. B16.—Thoresen & Co.
Selstan, British str., 1,571 tons, Capt. Alex C. Inglis, from Singapore, buoy No. A6.—Jebson & Co.
Szechuan, British str., 1,594 tons, Capt. S. M. Barling, from Canton, buoy No. B20.—B. & S.
Tean, British tr., 1,351 tons, Capt. J. Pringle, from Canton, buoy No. B21.—B. & S.
Tjisalak, Dutch str., 3,614 tons, Captain Meerman, from Amoy, buoy No. A9.—J.C.L.
Monday, November 16.
Akita Maru, for Singapore.
Langchow, for Shanghai.
Hague Maru, for Singapore.
Hai Hing, for Singapore.
Henrik, for Holtow.
Benlawers, for Takao.
Chinhuia, for Canton.
Deli Maru, for Canton.
Hague Maru, for Shanghai.
Hai Hing, for Singapore.
Hoek, for Holtow.
Kueichow, for Swatow.
Minne Moller, for Canton.
Phasianella, for Canton.
President Polk, for Manila.
President Taft, for Shanghai.
Somali, for Shanghai.
Szschuan, for Swatow.
Tjisaroen, for Amoy.
Tuesday, November 17.
Akita Maru, for Singapore.
Langchow, for Shanghai.
City of Rouibia, for Manila.
Selstan, for Singapore.
Tai Shan, for Keelung.
Tai Yuan, for Canton.
Talma, for Singapore.
Tensan Maru, for Dairen.
Tean, for Newchwang.

CONSIGNEES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLEBROOK'S ANTWERP,
LONDON AND STRAITS.

The Steamship

"BENLAWERS"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained. No claims will be submitted after the Goods have lost the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 3rd December, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hong Kong, 12th November, 1931.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Steamer "GANGE"

From TRIESTE, VENICE, BRINDISI, PORT SAID, ADEN, BOMBAY, COLOMBO & SINGAPORE.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd. at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have lost the Godown, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by DODWELL & CO. LTD., Agents.

Hong Kong, 10th November, 1931.

SPECIAL ROUND TRIP FARES

TO EUROPE.

WEEKLY TRANS-PACIFIC SERVICE

To San Francisco, Los Angeles & New York via Panama.

The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesday.

Pres. Lincoln ... Nov. 24, 1 p.m.

Pres. Coolidge ... Dec. 8 p.m.

Pres. Wilson ... Dec. 22 p.m.

£79 £112 £120

Special through rates to Europe via United States, Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

ROUND TRIP FARE TO EUROPE.

From Hong Kong to Naples ... £152. 5.0d.

" " " Marsailles ... £161. 0.0d.

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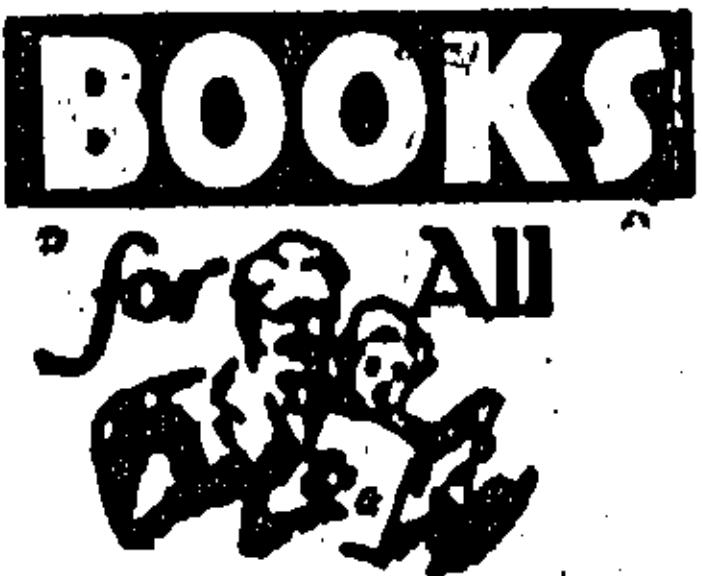
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HONG KONG BENEVOLENT SOCIETY.

RADIO TOPICS.

IN SOUTH AFRICA.

Three Main Transmitters.

To those of you who live in Blighty and have never left her shores, a distance of 1,000 miles seems a tremendous long way. Look at a map of Europe; a circle with a diameter of 1,000 miles, whose centre is, say, London, will embrace Algiers, Budapest, Warsaw, and Oslo.

To log these stations in London would be considered good for the average set, and yet, in South Africa, where there are only three main stations, distances five and six times this have to be traversed in order to be in touch with European broadcasting.

Because of our geographical position, too, we are at a disadvantage theoretically, since almost the whole of the distance is over land. The intervening space between us and America, on the other hand, is almost entirely water, which probably accounts for good reception from that country in spite of the extra distance.

Three Main Stations.

There are three main stations in South Africa—Johannesburg, Durban, and Cape Town. The first named is to have a relay station in Pretoria and another in Bloemfontein, while a short-wave transmitter operating on a wave-length of 49 metres has recently come into operation. The main stations work between 375 and 450 metres.

The writer lives in Johannesburg, so that the remaining two transmitters in Durban and Cape Town are approximately 420 and 950 miles distant respectively. They can, of course, be picked up easily, but reception conditions are nothing like as good as in the Old Country.

Rome, working on 441 metres, would come in exceptionally well if it were not for the curse of the X's. Langenborg and Radio Toulouse can also be heard when conditions are favourable, although for some reason or other the British high-power stations are seldom more than an un-resolvable carrier wave.

It seems that continental stations modulate to a greater degree than the home stations. The same applies to the Empire station at Chelmsford. The carrier waves are, most encouraging, but disappointing.

On the short-waves, again, Rome operating on 254 metres, is the most reliable, and can be received well on almost any night. The same applies to the new experimental station in Paris, working on a slightly higher wave-length. Time-out here is two hours ahead of G.M.T., so "waiting up for the Yanks" is even more of a vigil than in Britain.

American Reception.

Reception from America is usually at its best just before daybreak. The midnight chimes in New York can be heard at 7 o'clock in the morning. Britain, America, Germany, France, Italy, Holland, Australia, India, and the Philippine Islands can all be heard on the short-waves when conditions are favourable. A few nights ago Marconi's yacht Elettra was heard carrying out telephonic tests with New York. The yacht was in Genoa Bay at the time.

The licensing scheme in South Africa is interesting, and is based on the distance of the receiver from the broadcasting station. A fee of £1 15s. a year is charged for a radius up to a hundred miles, £1 5s. up to 250 miles and 15s. for all distances in excess of that.

In Johannesburg, apart from the usual wireless time signals, a scheme is in operation whereby at eight o'clock each evening the residents receive a time signal through the medium of their electric lights. On the stroke of the hour the lights are momentarily dimmed.

During B.S.T., that is, when London time is only an hour behind South Africa, it is interesting to tune in Chelmsford and hear Big Ben strike seven and compare it with the dimming of the lights. Wonderful as it may seem, the first stroke of the hour at Westminster exactly synchronizes with the dimming of the lights in Johannesburg. "Well done, Big Ben," would say some of our Colonials!

A high-power television transmitter, to be erected by a well-known German firm, is to be installed at Rome; it will work in connection with the existing broadcasting station. Every effort is to be made to bring it into operation before the Christmas festivities.

IN THE STRAITS.

It is stated that the Straits Government has decided not to accede to the local Society's request on the grounds of the necessity for economy at the present time. The Amateur Wireless Society of Malaya (Singapore) argues that a broadcasting station in Singapore, as in every other city and country of the world, would be self-supporting within one year of its erection. Another strong point in the Society's argument is that as the Government is willing to accept a fee of \$5 a year for a wireless licence it should be willing to do something for the benefit of wireless listeners in this country. If a final decision has been taken not to spend money on new equipment for a Singapore broadcasting station so long as the present depression lasts, there still remain two avenues of procedure which the Government might adopt in belated attempt to do at least something for the benefit of those who have already been mulcted to the tune of \$5 for a wireless licence. The Government can either give the Singapore Wireless Society the use of one of the two wireless transmitters it already possesses, or give a private company the wireless broadcasting rights for Malaya for a period of, say, five or ten years, as was originally done in the case of the B.B.C. in the early days of wireless at home.—*Straits Times*.

NEW USE FOR SHORT-WAVES.

Lately, electrical waves of only a few metres have aroused the interest of radio scientists in all parts of the world. In Germany Professor Esau, working at the University of Jena, greatly enlarged our knowledge of the character of these waves by his investigations. In the course of his experiments Professor Esau noticed that physiological efforts of various kinds are caused by ultra-short waves. He believes these waves are destined to play an important part, not only in radio

FRENCH BROADCASTING.

Jealousy and mistrust among rival radio interests were referred to by M. Guernier, the French P.M.G., in his long-awaited speech in connection with the opening of the Autumn Radio Salon at the Paris Colonial Exhibition. M. Guernier said that the delay in regularising French broadcasting was due to the conflict of two schools—one wanting a State radio monopoly and the other a measure of private liberty with State supervision. To abolish jealousy between large centres of population, each of which demands its own station, M. Guernier proposes to set up high-power regional stations of 60 kw. or more which would cover not merely individual towns, but definite areas of country. He revealed that the 1931-32 Budget allocates £200,000 solely for the development of broadcasting. The only fear in French wireless circles, according to a Paris correspondent, is that this radio-minded P.M.G. will be dethroned from his post before the proposals materialise. The Govern-

ment has already been in power for several months—a long period for a French Ministry!"

STANDARD TIMES.

Sunrise and Sunset in Colony.

Sunrise and Sunset in Hong Kong for November, 1931, Standard time of the 120th Meridian, East of Greenwich, are as follows:

| | Sunrise | Sunset |
|----|---------|--------|
| | a.m. | p.m. |
| 17 | 6.37 | 5.40 |
| 18 | 6.37 | 5.39 |
| 19 | 6.38 | 5.39 |
| 20 | 6.38 | 5.39 |
| 21 | 6.39 | 5.39 |
| 22 | 6.40 | 5.38 |
| 23 | 6.40 | 5.38 |
| 24 | 6.41 | 5.38 |
| 25 | 6.42 | 5.38 |
| 26 | 6.43 | 5.38 |
| 27 | 6.44 | 5.38 |
| 28 | 6.45 | 5.38 |
| 29 | 6.46 | 5.38 |

Sunrise and Sunset in Hong Kong for June, 1931.

1931. 1918. 1914.

Cts. Cts. Cts.

Poultry.

| | 1931. | 1918. | 1914. |
|---------------------|----------|-------|-------|
| Chicken | 60 | 30 | 31 |
| Capon, Small | 60 | 28 | 30 |
| Capon, Large | 64 | 28 | 30 |
| Duck | 50 | 22 | 21 |
| Doves | each | 30 | 21 |
| Eggs, Hen (eboking) | per doz. | 40 | 18 |
| Eggs, Hen (fresh) | lb. | 25 | 26 |
| Fowls, Canton | 72 | 36 | 24 |
| Fowls, Hainan | 52 | 35 | 24 |
| Geese | 50 | 24 | 24 |
| Pigeons, Canton | 50 | 50 | 50 |
| Hollow | 40 | 28 | — |
| Turkeys, Cook | lb. | 85 | — |
| Turkeys, Hen | 75 | 61 | 45 |
| Snipe | each | 30 | — |
| Pheasant | each | 35 | — |
| Quail | each | 28 | — |
| Partridges | each | 120 | — |

Fruits.

| | | | | |
|---------------------|------|---------|----|----|
| Almonds | 杏仁 | lb. 90 | 36 | — |
| Apples (California) | 金山蘋果 | 32 | 26 | — |
| Bananas (Bride's) | 芭蕉 | 8 | 4 | — |
| Carambola | 楊桃 | 20 | 12 | — |
| Coconuts | 椰子 | each 14 | 10 | 10 |
| Lemons, China | 檸檬 | lb. 12 | 25 | 30 |
| Lemons (American) | 金山檸檬 | each 18 | 8 | — |
| Lichee, Dried | 荔枝 | lb. 100 | 25 | 30 |
| Oranges (Canton) | 橘子 | 16 | — | — |
| Oranges | 橘子 | 12 | — | 15 |
| Pears (Canton) | 沙梨 | 36 | — | — |
| Pearl | 花生 | 14 | 10 | 12 |
| Persimmons, Large | 紅柿 | 16 | 12 | — |
| Plantain | 大蕉 | 5 | 8 | — |
| Pumeo, Siam | 芭蕉 | each 16 | 12 | 6 |
| Walnuts | 核桃 | 30 | — | 16 |
| Grapes | 葡萄 | 70 | — | — |

Vegetables, &c.

| | | | |
| --- | --- | --- | --- |
| Artichokes | 洋菜 | each 12 | —</ |

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MENACE OF THE MACHINE.

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CIVILISATION OUT OF JOINT.

At the Modern Churchmen's Conference at Oxford recently Canon Charles Raven of Liverpool, dealing with the crisis of modern civilisation, said that mankind had increased almost as rapidly and irrationally as Malthus had predicted, and its resources had so vastly extended, that now a four-hour day would supply every need. Machines were idle and raw material rotting. The goods, labour, and demand were there, yet we sat helpless because the financial system could not enable the unemployed to devote their energies to the relief of need. Our educational system, athletics, and journalism still fostered a snobbish individualism and a passion for selfish and often quite ill-founded prestige.

Lieutenant Colonel Sir Arnold Wilson analysing the causes of the decline and fall of empires pointed out some astonishing resemblances to life of to-day. "Roman civilisation," he said, "had to face the problems of trusts. There existed coalitions of rival companies in order jointly to establish monopolist prices." Things are almost certainly better now than they were 2,000 years ago, but we must admit that we have yet to learn to use wealth with wisdom, and on the solution of this problem, whether by the individual or by that modern and dubious entity the State, depends in my judgment the maintenance or decay of our civilisation.

The misuse of leisure seemed to be symptomatic of the decay of civilisations. A purely intellectual standard of life entailed misery and eventual decadence. Literary men, professors, thinkers, philosophers, preachers, teachers, and politicians had their place in life but skilled manual workers were the real creators of a civilisation. If modern education had insisted more on hands than brains, man would have been more independent and happier.

"The weakness of the Hadow reports," added Sir Arnold, "lies in the failure adequately to emphasise this side of life. The results of the present system are, for all to see, vast numbers of poverty-stricken intellectuals who cannot use their hands to any useful purpose, men unable to paint their houses or to effect even the simplest repairs, women unable to sew or cook or to look after children, and who are miserable because they cannot afford to pay for others to serve them. The increasing use during the past 100 years of steam and electric power and of machines is having effects upon those nations mainly concerned analogous in some respects to the effects of slavery — that nemesis of nations. It has resulted in cheap imports of articles that could formerly be produced locally." We had by no means adjusted the mechanism of our civilisation to it.

WESLEYAN CHURCH

New and Visiting Padres Attend.

A FIELD DAY.

Sunday was quite a field day in the Churches of Hong Kong. At the Wesleyan Church, in Wan Chai, the new minister (the Rev. E. C. H. Tribbeck) conducted his first services, preaching morning and evening to large congregations.

At an after-meeting, held in the Sailors' and Soldiers' Home, Mr. Tribbeck, who has had experience as a military chaplain, showed great aptitude in addressing servicemen and in answering the "catch questions" generally quite unanswerable to the subject under discussion, which the service man delights to fire at the padre. The way Mr. Tribbeck handled an argument was as to compulsory church parades was masterly.

At Union Church, Kennedy Road, the morning preacher was the Rev. Dr. P. Bruce Thornton, of Winnipeg, Canada, who has been commissioned by the United Church of Canada to visit the mission fields and is now on his way home after visiting India, Australia and New Zealand. He mentioned that he spent last Christmas Day in Bethlehem. Dr. Thornton delivered a most interesting address in the course of which he drew upon a large fund of telling anecdotes. His subject was "Facing the Facts."

A deputation to the mission fields appointed by the Presbyterian Church of England happened also to be passing through Hong Kong, and its leader, the Rev. G. L. Brender, M.A., B.D., spoke at Union Church in the evening. The other members of the deputation are Miss Grant, Miss Moore and Dr. Carruthers of London.

FINE TO CLOUDY.

The Royal Observatory's report this morning states:

The typhoon to the East of Aparsi has filled up. The other typhoon is about midway between Guam and Yap. Its direction of motion is uncertain.

The anti-cyclone over N. China has strengthened.

Forecast:—N.E. winds, moderate to fresh; fine to cloudy, some rain later.

Rainfall.

Rainfall for 24 hours ended at 10 a.m. to-day 0.02 inch. Total since January 1, 75.88 inches against an average of 81.43 inches — deficit 5.60 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:

| | |
|---------------|----|
| Hong Kong | 70 |
| Macao | 68 |
| Pratas Island | 72 |
| Foochow | 65 |
| Amoy | 67 |
| Swatow | 66 |
| Chewoo | 52 |
| Shanghai | 41 |
| Manila | 76 |

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong

Macao

Pratas Island

Foochow

Amoy

Swatow

Chewoo

Shanghai

Manila

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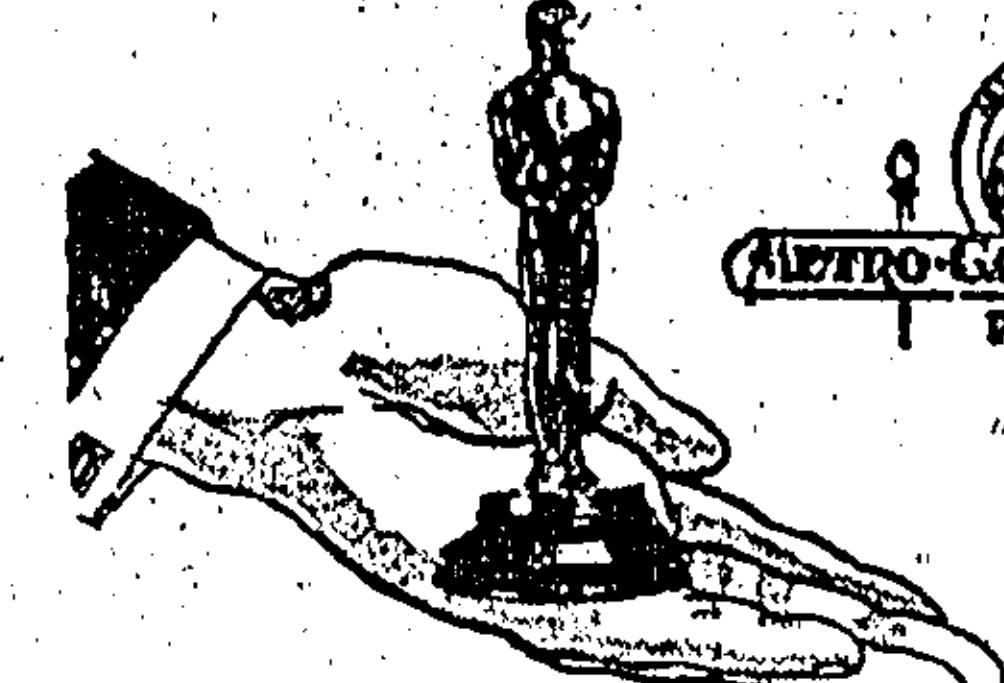
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